





Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,351 tons, Captain H. D. Jones.  
"POWAN," 2,338 " " " R. D. Thomas.  
"FATSHAN," 2,250 " " " W. A. Valentine.  
"HANKOW," 3,073 " " " C. V. Lloyd.  
"KINSHAN," 1,991 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2.00 P.M.  
Departures on Sundays at 12.30 P.M.  
Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,199 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD. CANTON-WUCHOW LINE.

S.S. "SAINAM," 538 tons, Captain J. Willox.

"NANNING," 569 " " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahhing, Kunchuk, Kau-Kong, Samsui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.  
Canton to Tak Hing " " Single \$12.50, Return \$21.00.  
Canton to Samsui, " " Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINFAN," 538 tons, Capt. B. Branch. S.S. "SANUI," Capt. H. Black.

Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samsui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.  
FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

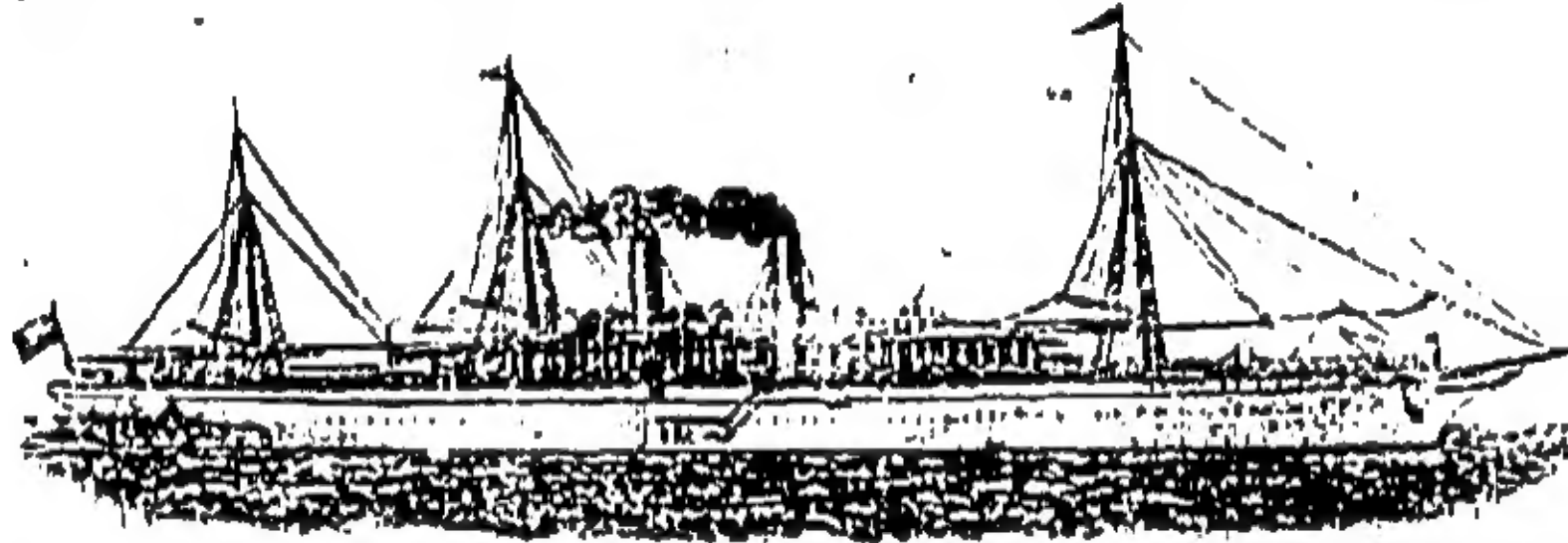
S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Maxfield.

Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).  
FARES:—Hongkong to Kong Moon, Single \$6.00.  
Hongkong to Kunchuk " " Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN," 2,440 Tons, WEDNESDAY, 15th March.  
"EMPEROR OF CHINA," 6,000 " " WEDNESDAY, 29th March.  
"EMPEROR OF INDIA," 6,000 " " WEDNESDAY, 19th April.  
"TARTAR," 4,425 " " WEDNESDAY, 26th April.  
"EMPEROR OF JAPAN," 6,000 " " WEDNESDAY, 10th May.  
"ATHENIAN," 2,440 " " WEDNESDAY, 24th May.

Hongkong to London, 1st Class, via St. Lawrence £62. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " " £42.

THE magnificent "EMPEROR" Steamships pass through the famous INLAND-SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand-Books, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, Acting General Agent,  
Hongkong, 8th March, 1905. 9, Pedder's Street.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
RHENANIA	MARSEILLE, HAVRE & HAMBURG.	18th March.	Freight and Passengers.
Behrens	(Calling at S'PORE, PENANG & COLOMBO).		
SUEVIA	HAVRE & HAMBURG.	4th April.	Freight.
Knaissel	(Calling at S'PORE, PENANG & COLOMBO).		
SILESIA	HAVRE & HAMBURG.	18th April.	Freight and Passengers.
Bahle	(Calling at S'PORE, PENANG & COLOMBO).		
SLAVONIA	HAVRE & HAMBURG.	2nd May.	Freight and Passengers.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO).		
SEGOVIA	HAVRE & HAMBURG.	16th May.	Freight.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO).		

With Transshipment at Singapore, ANDALUSIA, Captain Filler, to sail from Singapore about 10th March, Freight, FOR NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.

NUBIA, Captain Habel, 9th April, Freight.  
\* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins airships. Lighted throughout by Electricity.

For further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 9th March, 1905.

D. NOMA, TATTOOER, 66, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.  
Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINCESS ALICE	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PRINZ HEINRICH	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAYERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
GNEISENAU	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 15th day of March, 1905, at Noon, the Steamship "PRINCESS ALICE," of the NORDDEUTSCHER LLOYD, Captain P. Wittin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 13th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 14th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELSHAFFEN, HERBERTS-HOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration.)

STEAMERS.	SAILING DATES.
WILLEHAD	MONDAY, 3rd April.
PRINZ WALDEMAR	FRIDAY, 12th May.
PRINZ SIGISMUND	FRIDAY, 9th June.

ON MONDAY, the 3rd April, 1905, at Noon, the Steamship WILLEHAD, Captain B. Zurbosen, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR KOBÉ & YOKOHAMA WILLEHAD, TUESDAY, 14th March.  
SHANGHAI, NAGASAKI, PRINZ HEINRICH, THURSDAY, 16th "  
KOBÉ & YOKOHAMA PRINZ EITEL FRIEDRICH, WEDNESDAY, 29th "  
SHANGHAI, NAGASAKI, PRINZ SIGISMUND, FRIDAY, 9th June.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 9th March, 1905

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE. WEEK DAYS. 7.00 a.m. to 7.30 a.m. Every 30 minutes. 7.30 a.m. to 8.00 a.m. Every 15 minutes. 8.00 a.m. to 8.30 a.m. Every 15 minutes. 8.30 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 15 minutes. 9.30 a.m. to 10.00 a.m. Every 15 minutes. 10.00 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 15 minutes. 11.00 a.m. to 11.30 a.m. Every 15 minutes. 11.30 a.m. to 12.00 p.m. Every 15 minutes. 12.00 p.m. to 12.30 p.m. Every 15 minutes. 12.30 p.m. to 1.00 p.m. Every 15 minutes. 1.00 p.m. to 1.30 p.m. Every 15 minutes. 1.30 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 2.30 p.m. Every 15 minutes. 2.30 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 3.30 p.m. Every 15 minutes. 3.30 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 4.30 p.m. Every 15 minutes. 4.30 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 5.30 p.m. Every 15 minutes. 5.30 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 6.30 p.m. Every 15 minutes. 6.30 p.m. to 7.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 15 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 p.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 4.00 p.m. Every 15 minutes. 4.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.0







Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

D

PORT,

VERY FINE OLD VINTAGE MANY YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co., LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th February, 1905.

[32]

Gregory

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

BURGUNDIES.

	Per case, quarts.
Nuits	\$15.60
Macon	15.60
Beaune Ordinary	18.00
Do. Superieur	21.75
Volvay	23.40
Do. Superieur	27.00
Pommard	33.60
Chambertin	38.70
Clos Vougeot	47.70
Greve enfant Jesus	54.00
Sparkling Burgundy	24.30
Sparkling Pommard	39.60
Sparkling Chambertin	48.60

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 27th December, 1904.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address. Or, for business communications, should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution. SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$30 per annum. WEEKLY—\$12 per annum. The rates per quarter and per annum, proportional. The daily issue is delivered from when the address is accessible to messenger. On copies sent by post an additional \$1.20 per quarter is charged to postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On 1st March, at 37, St. John Road, Shanghai, the wife of MEYER GOLDMAN, of a son. On 2nd March, at Weihaiwei (Port Edward), the wife of John A. W. LOUREIRO, of a son. On 3rd March, at 8, Szechuen Road, Shanghai, the wife of A. GIESEL, of a daughter. On 4th March, at 5, Astor Terrace, Shanghai, the wife of J. A. SAMPLER, of a daughter.

MARRIAGES.

On 1st March, in Ningpo, by the Rev. E. E. Jones, the Rev. J. R. GODDARD, D.D., to Miss HELEN L. CORBIN, both of the American Baptist Missionary Union. On 5th March, by Sir PELHAM WARREN, K.C.M.G., H.B.M. Consul-General, and afterwards at the Synagogue, "Bethel," Shanghai, RACHEL, eldest daughter of the late ISAAC EZRA of Shanghai, to N. S. LERY of Shanghai.

DEATH.

On 2nd March, the infant son of WILLIE A. MACE, 1, M. Customs, Pootung, aged 17 months.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 10, 1905.

RUSSIA'S FINANCIAL DISTRESS.

Nothing more significant of the *vult face* in French opinion regarding the powers of Russia and her ability to cope with the pertinacious Japanese in Manchuria, has come to light than the story unfolded by the London Times that "French financiers have intimated to Russia that the new loan must not exceed £20,000,000 sterling instead of £32,000,000 as required." When the Russo-Japanese war began opinion in France was strongly in favour of Russia; nothing less could be expected from an ally, but when Russia tentatively hinted that the support she expected from France was of a material character there was a slight change of front. Probably there are only three countries in the world which can afford to hold financial investments abroad—Great Britain, France and the United States. That Russia has made a catspaw of France few disinterested observers would seek to deny, but the volatile French nature, willing to believe in a sincerity which was merely skin-deep, saw in the *rapprochement* with Russia, a tangible friendship which would be lasting and profitable. The nature of the ally became evident, however, when French financial circles were approached on the subject of a loan, immediately after the outbreak of hostilities. French generosity responded to that call with all the vivacity for which our neighbour—and to-day, our friend—is characterised, but there is a limit to all things. For whereas Japan is at liberty to enter all the markets of the world when there is a loan in question and to obtain her wishes in the most astute exchanges, Russia is confined to the Bourse. Of late, Russia has deeply trespassed on the known open-handedness of France with the result that the proposed loan issued by the Northern Power has been reduced by £12,000,000—a petty sum in the eyes of a Britisher, who cheerfully squandered a million and a half a day when the Boer war was in progress, but an important item in a land where a kopeck holds limitless possibilities. The sting of the refusal by French financiers lies in the tail, which says, to quote the telegram again—"This will be the last loan raisable in France for some years." It may be that the hint so forcibly conveyed does not altogether rest on the inglorious "victories" of the Russian troops in the Far East. Some idea of the ferment permeating all classes of Russian society, the agitation for freedom of speech, liberty to present petitions to the Tsar, and preservation from the wanton attacks of brutalised Cossacks, may have had something to do with this plain statement. The terrible scene which took place a few Sundays ago in front of the Winter Palace, when hundreds of peaceable Russian citizens led by devoted priests, and pledged to use no violence under penalty of death at the hands of their comrades, cannot be easily forgotten. Russia has probably suffered, in a financial sense—which more closely affects the body corporal than any other—from the effects of an over-strenuous policy which has been guided by a masterful but impotent bureaucracy than from the lack of success which has followed her arms in the field. There is, however, another point from which the action of the French financiers may be viewed. The recent visits of King Edward to France have raised up a feeling of camaraderie which has culminated in an agreement between Great Britain and France whereby both parties are likely to reap moral and material benefits. More than that, the King, who has been described as the best diplomatist in England, has won for himself a place in French affection which no machinations by an outsider can destroy. Indeed, long before he was King, he had as

Prince of Wales established himself as a *bon vivant* in Parisian circles, and his last reception in the French capital exceeded all expectations. One witty French writer had the temerity to say that there was only one fault about the King of England, and that was—he did not live in France. However, that may be, the fact remains that French ideas on the subject of Russia's intentions have undergone a marked change, which has quickly been reflected in the tone of the money market. It is a pretty plain hint that the bankers have given when they say that Russia need no longer look to France for financial aid. The only wonder is that it was not given long ago, considering that bondholders on previous loans are still vainly looking for that interest which never comes. At the same time, those who have followed the Titanic struggle in the East will not be inclined to enjoy the discomfiture of a great nation. It is a serious blow to Russia's credit that has been dealt by French capitalists, one that might have been looked for, in the near future, if not now, but it is a very unhappy one if it tends to cripple the gallant fighters in the wilds of Manchuria. It is disheartening to the defender of Mukden if he ever comes to hear of it, which, to say the least, is unlikely, and it is a distinct plank in the platform of the revolutionaries whose name is legion in the interior of Russia. As the matter stands, Russia is at the mercy of France—a suppliant instead of a dictator—and the advantage is likely to remain with France for many years to come.

LOCAL AND GENERAL.

Mr. C. Wedemeyer, of Messrs. Jardine, Matheson & Co. is transferred from Shanghai to Foochow.

HALF a million taels are to be spent in rebuilding the Examination Hall at Peking.

News had reached Chefoo of the death in South Africa of Mr. Gossil, a former resident of Chefoo, who was employed in the Rand Mines. His wife and children were with him when he died.

THE King's Park range will be available for rifle practice by members of the Volunteer Reserve Association, from 1.30 p.m. to 5 p.m. on Saturdays the 11th, 18th and 25th inst. On the 18th firing will be on the 500 yards' range and on the other days at 200 yards.

IN the league match, Kowloon v. R. E. C. C. at Happy Valley at 2 p.m., to-morrow, the following will represent Kowloon:—Mr. W. F. Lumsden (Capt.), Capt. C. K. Bushe, Lt. W. B. Duncan, Lt. G. H. W. Dobbyn, Lt. F. C. Burd, Dr. Swan, J. Robinson, Lightfoot, P. Moss, W. Clarke, and J. W. Fulton.

THE *Universal Gazette* hears that there has been an anti-Christian and anti-foreign uprising at Shaoping-hsien in Kwangtung by the adherents of Shantung, a secret society. Over fifty houses belonging to the native Christian converts were either looted or destroyed. A girl belonging to one of the convert families was taken away by the mob.

THE Craigiepower v. Civil Service League match will be played on the latter Club's ground to-morrow at 2.15 p.m. The following will represent Craigiepower:—A. O. Brown (Capt.), J. D. Kinnaird, J. P. Jordan, J. Craik, E. S. Ford, R. Basa, R. Peterson, L. A. Foss, J. L. Stuart, L. d'Almeida Castro, and J. Alchigaki. Reserve: J. Toppin.

THE sixth attempt at burglary was made at the British Consulate at Chefoo on the 25th ult. The burglar was discovered by the watchman enjoying a whisky and soda and a cigar; and to cover his escape he upset a lamp, which set the room on fire, doing great damage to Mr. O'Brien-Butler's belongings and burning some of the wedding presents sent to Miss Weatherston and Captain Barnes.

PROGRAMME of music to be performed by the band of the 93rd Burma Infantry on the New Parade Ground, on Monday next, the 13th inst. from 5 to 6.30 p.m.:

March, "The Trigue".....Gioland.  
Entr'acte, "Mimi".....Clarke.  
Selection, "The Duchess of Dantzic".....Evan Caryl.  
Cake-Walk, "Jolly Negroes".....Berger.  
Selection, "The Cingalee".....Monckton.  
Valse, "Souvenir d'Amour".....Lambert.  
God save the King.

By kind permission of Col. Caulfield and Officers, the Band of the 110th Maharatta's Light Infantry will play the following selections at the Hongkong Hotel, to-morrow evening, Saturday, 11th inst.:

March, "The Gaiety".....Wright.  
Selection, "The Orchid".....Monckton.  
Song, "The Caille".....Wing.  
Valse, "In the Twilight".....Cote.  
Selection, "The French Maid".....Slaughter.  
Lancers, "Stars and Stripes".....Klay.  
God save the King.

A VERY pleasant afternoon was spent by teams representing the combined ships, awaiting orders in connection with South African coolies, and the Hongkong Police, Cricket Club, on the ground of the latter at Happy Valley, yesterday. The Police, winning the toss, elected to take the field, and disposed of their opponents for the small total of 34 runs. Doctors Fox and Blaney being responsible for 14 and 13, respectively. The low scoring may be attributed to the bowling of Edwards and Langley, who took four wickets for 22, and 6 for 12 runs, respectively, the latter taking 3 wickets with 3 successive balls. The Police batsmen were completely outclassed in return by the splendid bowling of Mr. Fulton, who took 6 of the Police wickets for 19 runs. The principal scores were, for the Police, Langley 10, Pitt 9; and for the ships, Fox 14, and Blaney 13.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

MEETING OF SHAREHOLDERS.

The eighteenth annual meeting of the shareholders in this Company was held at the City Hall this afternoon. The Hon. Mr. W. J. Gresson presided, and there were also present:—Hon. Sir Paul Chater, C.M.G., Messrs. A. Haupt, E. S. Wheeler, M. A. Siebs, A. J. Raymond, E. Goetz, A. G. Wood, Thompson, E. Shellim and H. Schubert, (Directors), F. Salinger, J. Orange, L. S. Lewis, T. Arnold, A. Forbes, and E. Osborne (Secretary).

The notice convening the meeting having been read, The Chairman said:— Gentlemen, the report and accounts have been in your hands for some days, and if it be your pleasure, we will accept them as read. Early in the year two disastrous fires occurred, one if not both originated from a highly volatile spirit, which had recently become a new importation into the Colony, and steps have been taken, at considerable expenditure, to further safeguard the Company's premises from this and other known sources of danger. The working profits you will observe have decreased by \$22,645, mainly attributable to the fires referred to, and not to the sanguinary conflict now being waged between Russia and Japan, for although the war has adversely affected our business at West Point this has been more than counterbalanced by increased profits at Kowloon. A recent valuation of the Company's buildings discloses the fact that the estimated cost of replacing them is considerably higher than the value at which they appear in the accounts, and seeing that rentals, wharves and outdoor property are not insured your directors recommend setting aside \$10,000 to form the nucleus of an insurance fund. As this fund appreciates it is proposed to underwrite a small part of our own business, meaning the buildings will be insured for their full value, and the sum standing at this account will represent insurance on rentals, and the property not at present covered. The exchange of land referred to in the report, whilst giving the public a fine approach to the new ferry pier, will at the same time remove what has hitherto been a considerable obstacle in our work, viz., the public traffic on the Praya, and although the Praya itself does not pass absolutely into the Company's possession, we retain the right of purchase at any time, meanwhile having the use of it for outdoor storage. Under an agreement made two years ago with the principal importers of Bombay yarn and which became operative from the 1st January last practically the whole of that important trade has been transferred to Kowloon, and the native yarn dealers who for 18 years have boycotted the Kowloon godowns now clear from them freely, and find them more convenient than the old Wanchai godowns, which have since been leased to the Naval Authorities. It is generally unwise to indulge in prophecy, but I think I may go so far as to say that there are indications of a more favourable year ahead, and with a cessation of war, the prospects of the future are distinctly hopeful.

Mr. Arnold: Is the \$30 premium on the new shares to be treated as capital? I see in the report it is put down as capital.

The Chairman: The premium on the new capital is to go to the Reserve.

There being no further questions, The Chairman moved the adoption of the report and accounts.

Mr. Forbes seconded, and the resolution was carried unanimously.

Mr. Lewis moved the re-election of the retiring directors, Messrs. Wood and Shellim.

Mr. Orange seconded, and the proposition was unanimously carried.

The retiring auditors, Messrs. W. Hutton Poits and A. R. Lowe were also re-elected on the motion of Mr. Arnold, seconded by Mr. Forbes.

This concluded the business, the Chairman announcing that dividend warrants could be had on application.

CRICKET LEAGUE.

Club.	Played.	Won.	Lost.	Drawn.	Points.
A. O. C.	15	10	3	2	32
Craigiepower	14	9	4	1	23
Kowloon	13	9	4	0	27
R. E. C. C.	15	6	5	4	22
H. K. Police	13	5	3	5	20
H. K. C. C.	11	5	2	4	19
R. C. A. 83rd Co.	15	5	8	2	17
Civil Service	15	4	9	2	14
R. A. M. C.	13	3	1	0	9
Parsees	8	0	8	0	0

CITY HALL.

At the annual meeting of shareholders in, and subscribes to, the City Hall, held in the hall yesterday afternoon, there were present:—Hon. Mr. W. J. Gresson (Chairman), Mr. F. B. L. Bowley (Secretary), and Messrs. H. E. Pollock, K.C., N. A. Siebs, W. B. Layton and H. Mody.

The Chairman, in moving the adoption of the annual report and statement of accounts, already published, said:—Gentlemen,—As you have no doubt carefully studied the report and accounts, I propose with your permission to take them as read. During the year a sum of \$8,675 has been expended on the property, in addition to \$1,530.53 on ordinary general repairs, and our auditors report that the condition of the building is satisfactory. The fire service, under the supervision of the fire brigade, has been brought up to date. The accounts must, I think, be considered satisfactory, showing as they do, a credit balance of \$2,210.82 after payment of the expenditure on the roof and theatre. About 16,000 persons visited the library during the twelve months, as against 23,000 for the eighteen months covered by the last report, which proves that the public continue to appreciate this part of the institution. On behalf of the members of the committee, I desire to express their appreciation of the active interest taken in the institution by our secretary, Mr. Bowley.

Mr. Mody seconded and the motion was carried. This concluded the business.

FATALITY IN THE NAVAL DOCKYARD.

This afternoon before Mr. Gompertz, sitting as Coroner at the Magistracy, an inquiry was held into the circumstances resulting in the death of Chiu Fuk, a coolie employed on the Naval Yard Extension works, which occurred on the 1st inst. The following jury was empanelled:—A. S. Gubbay (Foreman), J. C. Gray, and Malcolm Grice. Evidence was led to the effect that the deceased was ordered by a signalman to assist in carrying a "Wells Light" from one part of the dock to another, so as to give more light to a gang of coolies who were cutting earth at the bottom of the dock. Mr. Albert Blyth, who was in charge of the work at the time, said that the signalman ought not to have given such an order without permission, and this he did not ask for. Deceased asked another coolie to carry the light on a bamboo pole, while a third coolie held it to keep it steadily. While proceeding along the Bogen Bay, measuring 2 ft. 6 ins., the deceased who was carrying the end of the pole at the rear slipped and fell a distance of 4 ft. 6 ins. The lamp fell after him, and in falling the air gauge was broken. This caused the kerosene oil to catch fire and fall upon deceased who, in attempting to escape, rolled over and fell down the slope into the dock, a distance of 21 feet. He was picked up and removed to the Government Civil Hospital, where he succumbed to his injuries on the 1st inst. The lamp weighs over a hundred-weight and holds about four gallons of kerosene oil. A pipe three feet in length projects upwards from the top of it, and on the top of this a heavy burner is fixed, which has the effect of making the lamp top heavy, when being carried.—The other coolies who were conveying the lamp corroborated the above and added that the lamp fell to the bottom while in flames, some of them were carried down, but with the exception of one who was slightly burned were not hurt.—Dr. Loring said that deceased was admitted to the Government Civil Hospital suffering from burns, and died on the 1st inst. from the effects. Deceased was in excruciating pain when witness saw him, and he could not say if he was conscious, between the time of admission to the hospital to the time of his death.—The foreman of the earth cutting coolies at the Naval Extension Dock also corroborated and added that the occasion in question was the third time he had helped to carry the lamp, and he had once seen another set of coolies carrying it. There are two special men to look after the moving of this lamp. Witness called those men, when the lamp was ordered to be moved, because it was their duty to fix up all the arrangements for carrying the lamp. Those men always put the light out before it is carried. On this occasion witness could not find these men.

After further corroborative evidence, Albert Blyth, foreman at the Naval Extension Works, said it was usual to put out the light before it was moved, and it ought always to be put out for safety. Witness attributed the accident to carelessness on the coolies' part in not reporting to him that the lamp was going to be moved. It was always removed under his supervision.

The jury, after a short deliberation, returned a verdict of death by misadventure, with negligence on the part of the signalman in not conforming with the rule prevailing in the Naval dockyard regarding the removal of these lamps.

THE DISPUTED BISCUIT CONTRACT.

At the Civil Summary Court this afternoon before the Puisne Judge (Mr. T. Scrimgeour Smith) the hearing of the action brought by the Hip Loong firm of wholesale bakers against the proprietors of the Café Weissmann to recover \$648 being the value of 10,800 pounds of biscuits was continued. Further evidence on behalf of the plaintiffs was called, all similar to that already given. The case for the plaintiff had not concluded when the Court adjourned.

BRITISH NORTH BORNEO.

COAL AND MANGANESE DISCOVERIES.

Prospecting for coal has been very successful in Kudat. A Chinaman named Hong Swa Wait made a great discovery about two weeks ago somewhere in the deep forests at Talaga side. He states that coal is to be found there in great abundance, and also the coal he succeeded in digging out is comprised of big pieces weighing from fifteen to twenty cwt. Another man writing to Mr. Robertson of the Mining Syndicate says that he has discovered some great manganese deposits in the vicinity of Mount Kina-balu. He affirms that the hilly district contains sufficient manganese to supply the world. Mr. Walker, the assistant of Mr. Robertson, has been sent with some coolies to that place. The fact is at present these coal and manganese deposits are awaiting the enterprise of the capitalist and the arrival of the coolie labour.—*Parah Pioneer.*

THE *China Review* mentions that Mr. W. Quincey, of the Tientsin City Police, is the possessor of a very interesting book of extracts from writings by General Gordon. One of them, "An essay on the Military Strength of China and its Development," was written by Gordon on board the steamship *Ishang* when going from Hongkong to Canton in August 1880. One of the original manuscripts was presented to Li Hung-chang.

SHIPPING AND MAILS.

MAILED DUE.  
Indian (*Sutrag*) 14th inst.  
German (*Princess Alice*) 14th inst.  
Canadian (*Empress of China*) 15th inst.  
American (*Korea*) 16th inst.  
German (*Prinz Heinrich*) 16th inst.  
Indian (*Kumang*) 22nd inst.  
Canadian (*Tartar*) 29th inst.

TELEGRAMS.

THE WAR.

LATEST NEWS OF THE FIGHTING AROUND MUKDEN.

Mr. M. Noma, Consul for Japan, kindly forwards us the following telegrams:—Tokio, 10th March, 2.5 p.m.

The enemy, occupying strong positions in the direction of Hingking, near Iita, had, for several days, been offering an obstinate resistance, but they were eventually dislodged on the morning of the 9th inst., and our detachment is now pursuing them.

Another of our detachments, in the direction of Machuntan, also continue their advance towards Fushun, and are constantly pressing the enemy.

In districts south and east of Mukden, in the direction of the Shaho, the enemy are making a stand on strong positions, along the left bank of the Hunho, and we are now attacking.

In districts west and north of Mukden the enemy are desperately resisting, and a fierce attack is now proceeding. On the 9th inst., a dust storm was raging and observation was seriously hampered.

OPERATIONS NEAR MUKDEN.

Tokio, March 9th, 5.8 p.m.  
In the direction of Hingking our detachment, having dislodged the enemy at Machuntan district, continues a pursuit. In the direction of Shaho, in the region east of the railway, the enemy having shown signs of wavering, we commenced a general attack at midnight on the 7th inst., and dislodging the enemy from the positions are now pressing him to the basin of Hanho. The whole district, from the west of the railway to the left of Hanho, has already fallen into our hands.

On the right bank of Hanho the enemy, near Yangshihun and Ikuapano, continues an obstinate resistance and his repeated counter-attacks were repulsed with great loss; we are gradually pressing towards Mukden.

In the district north of Mukden we met a stubborn resistance, but have already captured Hsiao-chiun, five miles north-west of Mukden, Pachiatzu, one mile north-east of Hsiao-chiun, and Santalzu.

We destroyed the railway to the north of Mukden. Since the 7th inst. the enemy frequently fired vigorously on our dead and wounded on stretchers and carts in the field west of Ningkuantun.

SHIPPING JATSAM.

The captain of the steamer *Gala*, upon arriving from Bangkok this morning, reported having rescued a Chinese crew from a junk which had lost both rudder and mast. They were taken before the Registrar General and arrangements made for sending them back to their homes.

FOR THE DOCKS.

The U.S. gunboat *General Alava* has returned to Manila from a two weeks' cruise to the southern waters and in a few days will be coming to Hongkong for docking. Incidentally, a number of officers and others will make the trip here. Among the passengers will be the families of Rear-Admiral Stirling and commander Milton, and Mrs. Williams, wife of the commander of the torpedo boat, and Mrs. Varnell, wife of the commander of the *Rainbridge*. It is understood that the *General Alava* will remain here about ten days or two weeks.

THE C. N. S. "SHUNTEN."

The new steamer *Shuntien*, Captain Dewar, belonging to the China Navigation Company, which is making her maiden trip to Tientsin this morning, says the *N. C. D. News*, of 4th inst., promises to be as great a favourite with passengers as Captain Dewar's former command, the *Shengking*. She is a single-screw vessel of 1,758 tons gross, and 1,081 tons net, capable of steaming 13 knots when pushed, her average speed on the voyage out having been something over 11 knots. Her staterooms are arranged on the upper deck, like the *Shengking*, each having two berths, at right angles to each other, and a toilet, which can be used as a berth if necessary. Each stateroom has electric lights and an electric fan. The saloon is aft of the staterooms, on the upper deck, and is large and well lighted; under it, at the foot of the saloon companion, being the smoking-room which also has a couple of staterooms leading out of it. The accommodation is planned for 24 first-class passengers, and there is plentiful provision for Chinese passengers, first and second-class, on the main deck. A feature of the steamer is the ample room for promenading on the upper and hurricane decks. The *Shuntien* is heated throughout by steam, and is in every way a fine example of the modern coasting steamer. She was built for the China Navigation Co. by Messrs. Scott & Co., of Greenock. She left the Clyde on the 24th of December last, and arrived at Hongkong on the 10th, and Shanghai the 8th of February.

THERE was nobody to welcome General Steessel at St. Petersburg, except a small number of military officers who received him at the railway station. A later wife to the *C. C. D. News* says that the General has been received in audience by, and has lunched with, the Tsar.



## TELEGRAM.

[Renter's.]

## Fighting near Mukden.

THE RUSSIAN VERSION.

LONDON, 8th March.

General Kuropatkin, in a despatch dated the 6th instant, says that the Russians to the west of Mukden continue the offensive. Ten attacks of the Japanese were repulsed yesterday, and their assaults on the centre and extreme left were also repulsed. Two thousand Japanese dead were counted at Kaotung from where the enemy has withdrawn southwards.

## Fall of the City Imminent.

Reuter's correspondent with General Kuroki's army reports that the Russians, profiting by darkness, have evacuated all their positions along the Shaho, and after firing huge quantities of supplies are now in full retreat with the Japanese pressing hard. The fall of Mukden is imminent.

Later.

## France and Russia.

The Times says that the French financiers have intimated to Russia that the new loan must not exceed twenty millions sterling instead of thirty-two millions as required, and furthermore that this will be the last loan raisable in Paris for some years.

[Shanghai Times.]

## A Decisive Battle of the World.

London, 3rd March.

Reports from Vienna are to the effect that military strategists on the Continent generally believe that the battle now raging at the Shaho and Hunho as well as in the north-east of Mukden will be the most decisive battle of the last fifty years. They believe the Russians are entrenched with superior numbers, but as these are mostly untired troops, they doubt their stability to face a continually victorious army, strengthened by General Kuropatkin's forces, flushed with the success of Port Arthur. The vigour of the Japanese counter-attacks the superior numbers of the Russians. Should the Russians be defeated, the engagement must be followed by a prolonged armistice.

## Russian Doubts.

London, 3rd March.

The latest reports to reach St. Petersburg from Manchuria have caused a great panic in government quarters. "In some military circles it has been suggested that the Army under General Kuropatkin should be withdrawn to the Harbin-Vladivostok military line, which would enable it to maintain a passive attitude until the internal troubles of Russia were sufficiently abated to permit of reinforcements being pushed to the front."

## FRANCE'S ACTIVITY IN CHINA.

DEMAND FOR A NEW FRENCH SETTLEMENT.

An Asahi telegram from Peking states that the French Representative there is very active just now. He is pressing for the establishment of a special settlement at Nanning, and the Chinese Government has virtually promised to take this step so soon as the Kwangsi disturbances shall have been quelled. He is also asking for permission to establish a line of steamers between Shanghai and Shouking, to which proposal the people and the officials of Kwangsi are said to be strongly opposed, but the Waiwup, impressed by the vehemence of M. Dubail, has engaged itself to find some method of granting his application. Finally His Excellency is urging that, even though French capital be not employed for the construction of the Hankow-Swallow railway, French experts shall be engaged for the work.

## MASONIC QUADRILLE CLUB.

The fifth dance this season, given by the Masonic Quadrille Club, took place at the Masonic Hall last night the followers of Terpsichore commencing at 9 p.m. and keeping the ball rolling until the early hours of this morning. The dance must be pronounced a most unqualified success, and quite the best and largest attended of the series, quite a number of old members, missed at the previous dances, making their appearance again on the floor. A very excellent programme had been arranged, and included the extremely pretty valietta, the latest fashionable dance. When the dance was at its height there were about 150 couples present, and the masters of ceremonies, Messrs J. Sibbett and N. McLeod, were indefatigable and ubiquitous in looking after the comfort of and securing partners for their guests. Mr. H. Wolfe, president of the Club, had a genial smile and many words of welcome for all. The hon. secretary, W. Higby, and committee, as well as Mr. J. Vanstone, may all be heartily congratulated on the success of their efforts, and the excellent condition of the floor, while Messrs. Morgan and Engleton earned the gratitude of the trippers of the light fantastic by ushering them in, at midnight, to a dainty and well-served supper, at which they acted as stewards. A word of praise is also due to Ferg. Jenkins, R.E., and Corporal Roberts, R.E., for so ably presiding over the musical arrangements throughout the entire evening. It has not yet been decided when, if at all, the next dance of this series will take place, but in this connection we are informed that the smoking concert arranged by the Club for the 17th inst. has been postponed to the 21st inst.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 10th at 11.55 a.m. The barometer has risen over Japan, and fallen in China. The highest pressure is lying between the E. coast of China and W. Japan. Gradients are decreasing in the South, and the monsoon will moderate in the Formosa Channel and N. part of the China Sea. Forecast—fresh to moderate, E. winds; cloudy, misty.

## HONGKONG OF LONG AGO.

ENTERTAINING LECTURE.

Members of the Union Church Literary Society enjoyed a rare treat last evening when the Rev. T. W. Pearce told them, in his entertaining way, the story of old Hongkong and the many changes that have been wrought since the days of British occupation. His audience unfortunately was not large, but those present, among whom were noticed the Rev. C. H. Mrs. and Miss Hickling, Mrs. Pearce, Dr. J. C. Thompson, Dr. F. W. Clark, Mr. H. Hursthouse and Mr. J. Dyer Ball, thoroughly enjoyed listening to his most interesting remarks. Mr. W. G. Humphreys proved a capital Chairman and, in a few humorous observations appertaining to the subject of the lecture, introduced the Rev. Pearce who, at the outset, acknowledged that he did not what was called historic perspective, and very little historic imagination, and even questioned if he had the faculty of historic selection. It was one thing, he observed, to articulate together the dry bones of analysis into the form of a skeleton, and it was quite another thing to make those dry bones live and move before their Literary Society. That evening, however, he would endeavour to throw a little light that was clear, kindly and gentle upon four questions relating to our Colony. In the first place, he would deal with the name of Hongkong; secondly, with the original settlers or earliest inhabitants; thirdly, with the circumstances of how and when Hongkong became British; and, lastly with the condition of the Colony in the earliest years of British occupancy. "Hongkong" was no, he said, the translation of two Chinese words meaning "fragrant streams," neither was the original Hongkong the village; it was the port as distinguished from the village of Aberdeen, known as the fragrant, or pleasant, port. Those of them who had visited the place, must certainly have observed a very ancient and fish-like smell (laughter), and that did not seem to suggest fragrance. His view was that the name of our Colony, as derived from the port of Hongkong, was never connected with the place as a pleasant or fragrant spot, but that in all probability a man lived there whose name or surname was fragrance or pleasant, and who held property in that vicinity, with the result that the port was called the port of Mr. Pleasant or Mr. Fragrance. And how did that name come to be applied to this island? asked the Rev. gentleman. Thereby hangs a tale. Before the Colony passed into British occupation it was certain that European vessels used to go to Aberdeen in order to replenish their empty water casks at the mountain stream that runs in, to the sea by the Paper Mills. They heard the port called Hongkong and at once applied the name to the whole of the island. Shakespeare had said that "a rose by any name" etc., but to the Chinese scholar, Hongkong, called "fragrant streams," certainly does not sound as sweet. In fact, it stinks in his nostrils and is not fragrant at all. He has it that the name "Hongkong" is really derived from the port and not the village, for certain it is that the Chinese named parts of the island. The southern part they called Iongkong and the northern side of the Colony, to us the far more important side, they called

"PETTICOT STRING" ROAD.

In fact, they still call it such, and to them the port of Aberdeen is known as Hongkong. Viewed from the mainland the earlier inhabitants saw the white track around the hillside that was worn by the feet of the toilers of the sea and to them it suggested a petticoat string. Before British occupation there was Petticoat String village at East Point. But things had changed. Look on this picture and on that. Where Des Vaux Road is, with its magnificent structures, the Alexandra Buildings and Prince's Buildings, where the tramline now runs, where your prays extensions are being filled in, there the toilers of the sea dragged their heavily laden junks along Petticoat String Road, and that road is, in parts, the ground now covered by the Queen's Road. "When I look at the buildings there and see what new Hongkong has become I seem to get great promise for the future, not of Hongkong only, but of our civilisation on the opposite mainland." Turning to the original inhabitants of our island, the speaker said he was inclined to go back to the end of the 12th century, for there was evidence that, at that time, the mountains of the Colony were covered with forests the same as those used to be across the harbour, and the first use of the tall peak running up from the present city was as a pirates look-out station. The most excited man in the Colony to-day, if he might be allowed a joke, was the man at the flagstaff (laughter). Long before that benefactor fired his gun and raised his flag to inform us that letters from home were being brought into the harbour, the high slopes of the island were used as a look-out station by pirates, and about a hundred years ago a famous pirate had his regular station very near to where the present flagstaff is now done. It would therefore be seen that the man at the station on the Peak to-day has his predecessors (laughter). Coming down from some five or six hundred years ago to a period of between 250 and 300 years back the lecturer spoke of the various classes of Chinese that originally came to the Island.

EARLY DAYS OF AFFORESTATION!

First came the Punti people from the heart of the great Tung Kun District, which in those days, before the province of Sun On was cut off, was the Yorkshire of China. Hongkong formed a part of Sun On District when it was taken over by the British. These Punti people denuded the hill-side of its trees, clearing the ground for cultivation. After the Punti came the Hakka people, from the north-east of the province. Whereas the Punti had cut down the wood, the Hakka even cut down the grass. There were then two groups of villages in the Colony. The Punti speaking villages, including Wong-nei-chong, Tang-lung-chau, Pok-fu-lam, Chik-chau (Stanley)

in former days the capital of the island) and Shek-o. Two Hakka villages were Tung-lo-wan and Tai-tan-tuk. Thirdly, the Hoklo people came from the region of Swatow. These people formed no villages of their own, but settled in existing villages such as Shau-ki-wan, Cheung Chow (Lung Island, to the right of Macao), and Yaumati and Hunghom on the mainland. These Hoklos were terrible fellows for piracy and smuggling, and a great deal of trouble arose through their mixture with the other people. It was only right to say, however, that these Hoklo people were the nucleus of the Chinese who had done so much under the European occupation. The lecturer questioned if there was ever a spot on earth where enterprise had done so much. If the British founded colonies in the eastern seas, the Chinese developed them, and these Hoklo people were the nucleus of those who did the developing. British enterprise and capital, but Chinese labour had made the Colony what it is. "Why and how this Colony became British?" The Rev. Pearce answered this by quoting from a work by his old friend, Dr. Etel, who said it was the offspring of a marriage alliance concluded at Canton in 1643 between the East India Company on the one part and the Chinese Government on the other. It was an ill-assorted marriage, one party having free-trade notions and ideas of international equality, and the other having enunciated ideas of monopoly and piecing claims of political superiority over the Universe. Divorce was bound to come and this was pronounced at Canton by Commissioner Liu; and Captain Elliot secured Hongkong for the British. The Chinese had been dominated by a system of monopoly. For countless centuries the son had copied the father, and the daughter the mother. The British, on the other hand, had escaped the limitations which had been determined beforehand. It was the high destiny of Hongkong to aid in the inevitable work of diffusing the existing culture of all nations to every part of the earth.

EARLY DAYS OF OUR OCCUPATION.

The aspect of old Hongkong during the first three years of British occupation have been described by both Mr. Tarrant and Dr. Legge, and it was in company with these two gentlemen that the lecturer took his audience on an imaginary tour from West to East. To sum up, in those days the city appears to have been one long street, imperfectly lined with houses and a few scattered residences on the hillside. "I will ask you," said the reverend gentleman, "where else in the world will you find, in so limited an area such enterprise, such commercial activity, such triumph of western pluck and energy as here in Hongkong." (Applause). I have very great sympathy with the gentleman who observed that he could imagine the figure of Britannia standing on the hilltop and looking down, with friendly pride on the great Babylon which her sons had built. "It was, indeed, a grand work, and in conclusion, he proceeded to speak of some of the men who had done so much to make Hongkong what it is to-day. He mentioned the names of Capt. Elliott, Sir Henry Pottinger, Sir John Davies, Sir S. G. Bowen and Sir John Bowring and said that the later endeavours to render Hongkong thoroughly salubrious were not unworthy of the successful achievements of the past.

A vote of thanks to the lecturer brought the proceedings to a termination.

## THE DALLAS-BANDMANN OPERA COMPANY.

"THE CINGALEE."

For the third change of programme, the Dallas Company staged "The Cingalee" at the Theatre last night, and it found approval at the hands of a large audience. The piece, though tuneful and melodious, and containing many very humorous situations, does not compare in light or brightness with either "A Country Girl" or "The Cingalee," though it is extremely well acted and, as usual, faultlessly staged. Like all the latter-day musical comedies it possesses the merest thread of a story, and relies for its interest on the many songs and dances introduced. Mr. Dallas has an admirable part, one exactly suited to him, that of Chumbuddy Ram, an up-country lawyer, who has been to England and acquired some of the habits of the country. He was as droll as it is possible to imagine, and at times reminded one forcibly of the late Dan Leno. Mons. Andre Faya, as Harry Vereker, has one or two capital songs which he sings with characteristic force. "Sweet Ceylon" is a particularly charming ballad and he rendered it in the most artistic and finished manner. Mr. C. F. Cooke was admirably made up as the jealous Roodhamba and sang well, whilst Mr. Frank Cochrane as the insouciant judge created considerable merriment. The small part of Myan-gah was in the capable hands of Mr. Jamie Dallas who introduced a startling Devil Dance in Act II. Miss Queenie Strachan looked charming and dainty as Nanoya, the tea girl sweetheart of the plantation owner, Vereker, and played and sang throughout gracefully and sweetly. Her singing of "The Cinnamon Tree" called forth the heartiest plaudits of her auditors, and she was obliged to respond to the recall. Miss Del Luscombe, as Lady Patricia Vane, has several charming songs, whilst Miss Dolly Varden was quite at home as Peggy Sabine, the finishing schoolmistress, and her dancing was very neat. Other minor parts were all well sustained, and mention should not be forgotten of the solo dance by Miss Jessie Williams. She received a vociferous encore, and was likewise presented with a handsome basket of flowers.

"The Cingalee" will be repeated to-night and to-morrow night when H. E. the Governor (Sir Matthew Nathan, R.E., K.C.M.G.) and suite will be present. The fourth change of programme on Monday and two following nights will be "Three Little Maids," the Apollo Theatre success.

## TO TORPEDO S.S. "CARLISTE."

ALLEGED JAPANESE ATTACK.

Manila papers to hand contain lengthy accounts of four attempts alleged to have been made by Japanese fishing boats to blow up the British steamer "Carlisle," described as "the blockade runner which was towed into Manila from Tobacco a few days ago by the Antonio Mueland, loaded to her flimsiest marks with dynamite and gun cotton." It is stated that early in the evening of the 3rd inst. a large Japanese fishing boat headed out of the bay and was making a course for the north channel. When abreast of the s.s. "Carlisle," about 200 yards off, she dropped her sail and altered her helm and headed for the steamer. The Customs' Inspector told her to sheer off, but the fishing boat made no reply and her peculiar actions frightened the crew of the steamship who now realized that their visitor was a Japanese and evidently approaching with intent to blow them up. The fishing boat went along without any hesitation, and the inspector fired several shots from his revolver. The boat changed her course again and crossed the bows of the "Carlisle," and with a derisive laugh melted away in the dusk.

A boat was lowered from the "Carlisle" and gave chase, but the Japanese boat escaped. Later on another Japanese boat loomed up out of the darkness and hove to so close under the stern of the "Carlisle" that she collided and the man on watch reached out and seized the mast of the daring boat. The Customs' officer fired several shots down into the craft and the second male also emptied his revolver into the boat but she did not leave until a second volley was fired. The "Carlisle" sent up a rocket of distress and the Customs' night launch answered the call and gave chase to the fishing craft, but she also escaped in the darkness. The Customs' launch returned to the "Carlisle" and made an examination but nothing could be found attached to the ship.

At midnight

ANOTHER ATTEMPT

was made by the persistent Japanese to send the "Carlisle" to her doom in Manila Bay, but upon being sighted by the now thoroughly frightened crew, and yelled at by about a dozen sailors to keep off, she decided that was better not to make the attempt.

Three failures did not discourage the men who were determined to prevent the Russians getting the cargo of the "Carlisle," for at two o'clock the next morning a fourth fisherman rowed up very quietly alongside and was close to the vessel several minutes before discovered. The first two boats which were plainly seen under the rail of the "Carlisle" are reported to have had an object in the bows which is supposed to have been an infernal machine or mine, and everybody concerned agrees that the "Carlisle" had a very narrow escape from destruction. The ship is loaded forward with

GUN COTTON AND DYNAMITE

and ammunition for heavy artillery art, and an explosion under the ship would have resulted in appalling disaster, probably doing damage to other vessels, although the "Carlisle" is a considerable distance from other ships in the bay. Upon receiving the report of the affair Mr. F. S. Cairns, the insular surveyor, went to the "Carlisle" to investigate the case, and returning to the Customs house noticed two Japanese fishing boats lying about a cable length off the "Carlisle," with sails up, but they were not under headway nor were they fishing. These boats were boarded and on each of them there was a Japanese who was dressed as a fisherman, but they were both very intelligent in appearance—in fact, a type of Japanese common to the higher classes in Japan. They refused to understand English, but it is certain that their occupation is not always in a fishing smack. They were warned not to commit any acts of violence against any vessels in the bay. Several days ago three very intelligent Japanese came from Hongkong as steamer passengers, and needed an interpreter to pass the immigration officials, but several days ago they were seen to enter in the vicinity of a native show and talked English very intelligently and were dressed as gentlemen, says the local paper.

When seen in regard to the affair of the "Carlisle," the collector of customs, W. Morgan Shuster, said: "The 'Carlisle' is in this port as a British merchant vessel, and is under the protection of the United States the same as any other merchant ship which might come in here as a port of call or distress. The fact that she is chartered by the Russian government does not alter her position at all: she is flying the British flag, is commanded by a British master, and her cargo or destination or business is no affair of the government so long as she complies with the regulations of the port. The government is responsible for the safety of foreign ships in port, and as the 'Carlisle' is not armed as a war vessel, has no greater crew than the regular run of merchant ships and does not violate any neutrality rules while in port, the authorities will make every effort to see that she is not destroyed in this port."

Later in the day a number of customs inspectors armed with repeating shot guns loaded with buckshot and revolvers were sent on board with orders to fire on all suspicious craft approaching the steamer.

A later issue of the papers says there is trouble in the ranks of the Japanese fishermen in Manila, for every one of them is under surveillance by the secret service of the customs house, which has already arrested three men in connection with the supposed attempts to blow up the steamship "Carlisle." The Japanese consul, Mr. Goro Narita, is rendering every assistance in his power to ferret out the men who were guilty and there is little doubt but that they will be discovered and made to give an explanation of their actions. In the meantime every precaution in the way of arms is being taken to protect the vessel from further danger. No credence is given to the rumour that the Japanese government was responsible for the attacks, for there are other and more simple means at their disposal.

## GOLD BEATER'S SHOP AFIRE.

After a lull of three weeks, the fire-fiend got busy this morning shortly before half-past three o'clock. An alarm was turned in at the Central Station, and the Fire Brigade, under Chief Inspector Baker turned out with promptness and made all haste to the scene, which was found to be at the back of No. 13 Bonham Strand, East, occupied by a gold-beater, with a family dwelling-house above. Dense volumes of smoke were rolling out at the rear of the premises, while there was but little flame observable. Penetrating this dense smoke the firemen found themselves in a sort of smelting room, with kilns and furnaces, and large quantities of charcoal, and it was the latter that had become ignited and was burning rapidly, though there was nothing to show the cause of its ignition. The firemen immediately got to work with their hoses, and soon had streams of water pouring on the pile, thus preventing the flames spreading to the adjacent houses which also contained inflammable material. In less than an hour the conflagration was entirely under control. In the absence of the master of the establishment, the actual amount of the damage done could not be ascertained, but it is not thought to extend beyond the loss of the charcoal, and the charred walls, floor, and beams. The place was insured for \$6,000. With such inflammable material to deal with the Fire Brigade deserve the greatest credit for confining the outbreak to the one area, and quickly subduing it in the face of the suffocating smoke.

## COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	... \$740 £77.10/-
National Banks	... 36 b.
Union Insurances	... (95) sa. & s.
China Traders	... 52 1/2 sa.
Canton Insurances	... 280 b.
Hongkong Fires	... 320 ex div.
China Fires	... 86 " sa. & s.
H. C. & M. Steamboats	... 26 1/2 s.
Indo-Chinas	... 122
China and Manilas	... 21 sa. & s.
Douglases	... 34 sa.
China Sugars	... 226 b.
Luzons	... 25 b.
H. K. & Whampoa Docks	... 207 s.
Hongkong Wharves	... 102 ex div. b.
Farnhams	... 142
Hongkew Wharves	... 147 1/2 sa.
Hongkong Lands	... 127 1/2 s.
Hongkong Hotels	... 141 b.
Humphreys Estates	... 11
Hongkong Cottons	... 144 b.
Green Island Cements	... 29 b.
Electrics	... 117 1/2 b.

## FARNHAM BOYDS.

The M. C. D. News understands that circulars have been sent to the shareholders in Messrs. Farnham, Boyd and Co., Ltd., stating that the proposed sale of the company in London has not been concluded, and that Messrs. Twentyman and Prentice are returning to Shanghai at once. There is a later report that negotiations have been re-opened in London.

## To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company, will be held at the Company's Office, St. George's Building, No. 6, Cornhill Road, Victoria, on THURSDAY, the 23rd March, 1905, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from 11 P.M. on the 22nd March, to SATURDAY, the 25th March both days inclusive.

General Managers,  
HONGKONG, 10th March, 1905. [319]

THEATRE ROYAL, CITY HALL.

THE EVENT OF THE SEASON.

THE DALLAS-BANDMANN OPERA CO.

CONSISTING OF

35 ARTISTES 35

TO-NIGHT! TO-NIGHT!

(FRIDAY), 10th March, "THE CINGALEE."

TO-MORROW, (SATURDAY), 11th March, "THE CINGALEE."

MONDAY, 13th March,

The Enormously Successful Musical Comedy, "THREE LITTLE MAIDS," From the Apollo Theatre, London.

TUESDAY AND WEDNESDAY, 14th and 15th March, "THREE LITTLE MAIDS."

Doors open 8.30 P.M.  
Commence 9.00 P.M.

PRICES AS USUAL.

Plan at Messrs. ROBINSON PIANO Co., Ltd. Late Tram 15 minutes after the Performance.  
F. C. GARTON, Business Manager.  
Hongkong, 10th March, 1905. [301]

## Today's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, MARCH 11TH, 1905.

DINNER.

HORS D'OEUVRES.

Caviare in Eggs.

SOUP.

Potage Creme de Asperges.

FISH.

Smoked Fish and Parsley Sauce.

ENTREES:

Chicken a la Stanley.

Grilled Veal Steak and Green Peas.

Princess Rissoles.

CURRY.

Brazilian.

JOINTS, &amp;c.

Roast Sirloin of Beef.

Roast Pheasant and Bread Sauce.

Boiled Leg of Mutton and Turnips.

COLD ENTREES.

Cold Corned Pork and Italian Salad.

SWEETS.

Vermicelli Pudding.

Nesselrode Ice Cream and Finger Cakes.

Apple Tart.

TIPSY CAKE.

DESSERT.

Coffee.

Fruits.

[318]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on MONDAY, the 13th March, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, a GREAT ASSORTMENT OF ENAMELLED WARE GOODS. TERMS—As usual.

HUGHES &amp; HOUGH, Auctioneers. Hongkong, 10th March, 1905. [350]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on TUESDAY AND WEDNESDAY, the 14th and 15th March, 1905, commencing at 2 P.M. each day, at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, a VERY FINE COLLECTION OF JAPANESE CURIOS, comprising—SATSUMA CLOISONNE VASES, WALL PLATES AND INCENSE BURNERS, SILK EMBROIDERIES, WALL HANGINGS, SILK EMBROIDERED PICTURES, BRASS VASES, SILK EMBROIDERED SCREENS, SILVER CLOISONNE WARE, &c., &c., &c. Catalogues will be issued. TERMS—As usual.

HUGHES &amp; HOUGH, Auctioneers. Hongkong, 10th March, 1905. [351]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on THURSDAY, the 16th March, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, a NUMBER OF ROLLS OF SUPERIOR SILK FROM THE IMPERIAL LOOMS, Handsomely Embroidered and Suitable for Decorations. TERMS—As usual.

HUGHES &amp; HOUGH, Auctioneers. Hongkong, 10th March, 1905. [347]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on THURSDAY, the 16th March, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, a NUMBER OF ROLLS OF SUPERIOR SILK FROM THE IMPERIAL LOOMS, Handsomely Embroidered and Suitable for Decorations. TERMS—As usual.

HUGHES &amp; HOUGH, Auctioneers. Hongkong, 10th March, 1905. [347]

## Continuation.



THE POPULAR SCOTCH

"BLACK &amp; WHITE"



JAMES BUCHANAN &amp; CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and HRH THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [78]



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.  
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ALCINOUS"	15th March.
GLASGOW and LIVERPOOL	"OANFA"	21st March.
GLASGOW and LIVERPOOL	"KALSOV"	28th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	1st April.
GLASGOW and LIVERPOOL	"JASON"	8th April.
GLASGOW and LIVERPOOL	"J. AERTS"	15th April.
GLASGOW and LIVERPOOL	"DARDANUS"	22nd April.
GLASGOW and LIVERPOOL	"CHINGWO"	29th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	6th May.
GLASGOW and LIVERPOOL	"DIODE"	13th May.
GLASGOW and LIVERPOOL	"CALCHAS"	20th May.

S.S. "ALCINOUS" left Singapore at daylight on the 9th inst., and is expected to arrive here on the 15th.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
* GENOA, MARSEILLES & L'POOL	"PATROCLUS"	15th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	18th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	19th April.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON"	25th April.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"OANFA"	24th March.
all PACIFIC COAST PORTS, via		
NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	20th April.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th March, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	14th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	14th "
AMOY, MANILA, CEBU and ILOILO	"KAIFONG"	15th "
KOBE	"OHIN-TU"	21st "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th March, 1905.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	MANILA	SAURDAY, 18th March at 10 A.M.
RUBI	2540	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 10th March, 1905.

AMERICAN ASIATIC STEAMSHIP  
COMPANY.FOR NEW YORK via SUEZ CANAL  
(With Liberty to Call at Malabar Coast).  
PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Date
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.	
"NUMANTIA"	4,370	Bremer	April 30th, "	
"ARABIA"	4,483	Bahle	May 11th, "	
"ARAGONIA"	5,198	Schuldt		

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 10th February, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH  
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Bremer	April 30th, "
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	5,198	Schuldt	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## TSIN TING.

LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.  
Hongkong, 10th July, 1904

## THE AMERICAN SYSTEM

## OF

## DENTISTRY.

M. H. CHAUN, D.D.S.,  
37, DES VOUX ROAD CENTRAL, HONGKONG,  
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.AUSTRALIAN LINE.  
REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light. First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain  
"KWONG CHOW" 1,309 J. P. MARTIN.  
"KWONG TUNG" 1,238 H. W. WALKER.Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey ...\$4  
Meals ...\$1 each.The Company's Wharf is a short distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 50  
cents, Return, 30 cents; Stewards, 20 cents.TIFFIN and DINNER can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$1.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 5th November, 1904.NAVIGAZIONE GENERALE ITALIANA,  
(Florio and Rubattino United Companies).STEAM FOR  
BOMBAY VIA SINGAPORE AND  
PENANG.Having connection with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN  
and GENOA.VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE,  
and SOUTH AMERICAN PORTS  
up to CALLAO.Taking Cargo at through Rates to PERSIAN  
GULF and BAGDAD, also BARCE-  
LONA, VALENZA, ALICANTE,  
ALMERIA and MALAGA.

## THE Steamship

"ISCHIA,"  
Capt. Magagnoli, will be despatched as above,  
on TUESDAY, the 14th instant, at Noon.At BOMBAY, the Steamer is discharging in  
VICTORIA DOCK.For further Particulars regarding Freight  
and Passage, apply toCARLOWITZ & Co.,  
Agents.

Hongkong, 8th March, 1905.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

## THE Steamship

"LIGHTNING,"  
Captain J. G. Spence, will be despatched for the  
above Ports, on TUESDAY, the 14th instant,  
at 3 P.M.For Freight or Passage, apply to  
DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 9th March, 1905.

## "SHIRE" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

THE Company's Steamship  
"MERIONETHSHIRE,"  
C. H. Burch, Commander, will be despatched for  
the above Ports, on or about MONDAY, the  
30th March.This Steamer has Superior Accommodation  
for Passengers.For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 27th February, 1905.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).PROPOSED SAILINGS FROM HONGKONG,  
1904."SAINT FILLANS" 2,332 March, 1905.  
"LOWTHER CASTLE" 1,8th April, "  
For Freight and further information, apply toDODWELL & Co., LIMITED,  
Agents.  
Hongkong, 9th March, 1905.

## Shipping—Steamer.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LTD.FOR SYDNEY AND MELBOURNE,  
(Calling at Port Darwin and Queensland Ports,  
and taking through Cargo to Adelaide,  
New Zealand, Tasmania, &c.)

## THE Steamship

"EASTERN,"  
Captain Ellis, will be despatched for the above  
Ports, TO-MORROW, the 11th instant, at  
Noon.This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with  
the Electric Light.A duly qualified Surgeon and Stewards are  
carried.N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 10th March, 1905.

## Consignees.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH,"  
FROM ANTWERP, LONDON AND  
STRAITS.CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Ltd.,  
whence and/or from the wharves delivery may  
be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undeliv-  
ered after the 15th instant will be subject to  
rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 20th  
instant, or they will not be recognized.All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 15th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 7th March, 1905.

## S.S. "TOURANE."

COMPAGNIE DES MESAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
S.S. "Dordogne" and "Admiral," from Havre ex  
S.S. "Dordogne" and "Admiral," in connection  
with above Steamer, are hereby informed that  
their Goods, with the exception of Opium,  
Treasure and Valuables are being landed and  
stored at their risks into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, at Kowloon, whence delivery may  
be obtained immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before 2 P.M., TO-DAY, requesting it to be  
landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed after  
MONDAY, the 13th March, at Noon, will be  
subject to rent and landing charges.All claims must be sent in to me on or before  
the 13th March, or they will not be recognized.All damaged packages will be examined on  
MONDAY, the 13th March, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU,  
Acting Agent.

Hongkong, 6th March, 1905.

## FROM NEW YORK.

## THE H. A. L. Steamship

"NUBIA,"  
Captain Habel, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless notice  
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 15th instant will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 4th March, 1905.

## NOTICE TO CONSIGNEES.

## "MANILA."

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.This vessel brings on Cargo—  
From London, &c., ex S.S. "Macedonia."  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
1 P.M., TO-DAY.Goods not cleared by the 10th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.No Claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 4th March, 1905.

## Consignees.

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO,  
LONDON AND STRAITS.

## THE Steamship

"GLENESK,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that  
their Goods are being landed at their risk into  
the Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, at  
Kowloon, where each consignment will be  
sorted out mark by mark and delivery can be  
obtained as soon as the Goods are landed.Goods not cleared by the 15th instant will  
be subject to rent.

Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within  
ten days after the steamer's arrival, after which  
no claims will be recognized.MCGREGOR BROS. & GOW,  
Hongkong, 9th March, 1905.FROM HAMBURG, PENANG AND  
SINGAPORE.

## THE H. A. L. Steamship

"SILESIA,"  
Captain Bahl, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon  
TO-DAY.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 15th instant will be subject  
to rent.All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 15th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 8th March, 1905.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

"TIENTSIN,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.Goods not cleared by the 13th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognized.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 7th March, 1905.

THE PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

S.S. "ARAGONIA,"  
FROM PORTLAND (OR), YOKOHAMA,  
KOBE AND MOJI.THE above steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for Countersignature  
and to take immediate delivery of their  
goods from alongside.Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk  
and expense.No Fire Insurance will be effected by us in  
any case whatever.ALLAN CAMERON,  
General Agent.

Hongkong, 7th March, 1905.

## Intimations.

## WEISMANN, LTD.



## Shipping.

**ARRIVALS.**

Surada, Br. s.s., 3,102, England, 9th Mar.,  
Rangoon 25th Feb., Rice, J. M. & Co.  
Decima, Ger. s.s., 965, M. Schalkier, 9th Mar.,  
Amoy, S. S. K. & Co.  
Bengal, Br. s.s., 2,751, G. Phillips, 10th Mar.,  
Shanghai 7th Mar., Mails and Gen.—P.  
& O. S. N. Co.  
Taming, Br. s.s., 1,350, A. W. Outerbridge, 10th  
Mar., Manila 7th Mar., Gen.—B. & S.  
Athenian, Br. s.s., 4,000, S. Robinson, 10th  
Mar., Vancouver, B.C., and Woonung 7th  
Mar., Gen.—C. P. R. Co.  
Gaea, Ger. s.s., 625, H. Dahl, 10th Mar.,  
Bangkok 1st Mar., Rice and Rice-flour,  
Chinese.  
Hugin, Nor. s.s., 829, G. Salberg, 10th Mar.,  
Wuhu 6th Mar., Rice—Order.  
Hampstead, Br. s.s., 1,450, D. Thomas, 10th  
Mar., Barry 10th Jan., Coal—D. & Co.,  
Ld.  
Guernsey, Nor. s.s., 2,808, A. Gjertsen, 10th  
Mar., Cardiff 1st Dec., Coal—Order.  
Toonah, C. s.s., 942, Boys, 10th Mar.,  
Canton 10th Mar., Gen.—C. M. S. N. Co.  
Clearances at the Harbour Office.

Hohstein, for Moji.  
Hugin, for Canton.  
Ilo Verde, for Macao.  
Mathilda, for Wuchow.  
Wo Ping, for Wuchow.  
Hoiching, for Kwong-chow-wan.  
Yingking, for Canton.  
Rubi, for Amoy.  
Tak Hing, for West River.  
Kwongchow, for Canton.  
Silesta, for Shanghai.  
Volga, for Nagasaki.  
Hoiching, for Sha-u-Tsung.  
Choo-gang, for Manila.  
Charles Hardon, for Canton.  
Decima, for Swatow.  
Sandila, for Singapore.

**DEPARTURES.**

Mar. 9.  
Store Nordiske, for a cruise.  
Mar. 10.  
Keongwai, for Swatow.  
Taiwan, for Ningpo.  
Benchau, for Nagasaki.  
Sumbia, for Singapore.  
Hupoh, for Chetoo.  
Quinta, for Swatow.  
Loongang, for Manila.  
Silesta, for Shanghai.  
Petrarch, for Newchwang.  
Rubi, for Manila.

**DEPARTURES.**

Mar. 9.  
Store Nordiske, for a cruise.  
Mar. 10.

Keongwai, for Swatow.  
Taiwan, for Ningpo.  
Benchau, for Nagasaki.  
Sumbia, for Singapore.  
Hupoh, for Chetoo.  
Quinta, for Swatow.  
Loongang, for Manila.  
Silesta, for Shanghai.  
Petrarch, for Newchwang.  
Rubi, for Manila.

Per Taming, from Manila—Mrs. Williams,  
Mrs. Yarnell, Mr. and Mrs. Long, Mrs. F.  
Reyes and child, Messrs. Richard, Petrich,  
Black, Connor, Clintock, Simpson, Prior,  
Coppie, Mr. and Mrs. Butler, Misses Fabrian,  
Kerr, G. W. C. Wilson, and 14 Chinese.  
Per Bengal, from Shanghai for Hongkong—  
Mr. and Mrs. H. V. Deacon, Mrs. E.  
Rangel, Messrs. F. Brandt, T. Mitchell and 2  
Chinese assistants, and 1 Naval Rating. For  
Singapore—Mr. and Mrs. Maginn, For Port  
Said—Mr. and Mrs. T. Inakoff and child, Mr.  
and Mrs. Dowling, Messrs. Novikoff, Telisjeff,  
Kagan, Lipping and Gombard, For Brindisi  
—Mr. H. A. Little, For Marseilles—Messrs.  
G. Langlands, H. Hagen, James Budgen, M.  
Randt, A. Horie and H. A. Holmes. For  
London—Mr. A. Brown, Mr. and Mrs. Furness,  
Mr. R. Dunmore, Mrs. Mitchell, Mrs. Gillson  
and 3 children, Mr. T. A. McLean, Revs. H.  
Newcomb and A. J. McFarlane. From Yoko-  
hama for London—Messrs. R. Allan, O. Har-  
ding, Arthur Emery, David Leleup, Wm.  
Thomas, Geo. Pearce and Edwin Owen.

Per Athenian, from Yokohama—Messrs.  
John Doughty, T. Taboe and W. Kawasaki.  
From Nagasaki—Messrs. Emile Bet, B. F.  
Dixon, and Capt. and Mrs. Passmore. From  
Shanghai—Mr. Ross, Revs. Robert, W. G.  
Walke, Messrs. Gibson, Yang Yick Cho and  
Yang Ming Chew.

**Shipping Report.**

Str. Bengal from Shanghai—Fair weather  
throughout.  
Str. Taming from Manila—Moderate wind,  
and fine weather throughout.  
Str. Gaea from Bangkok—Saved a crew  
from a Chinese junk, which had lost rudder  
and mast.  
Str. Athenian from Woonung—Light N.E.  
winds, and fine weather at first, then moderate  
to fresh N.E. winds, through straits to port  
weather overcast and hazy.

**Vessels in Port.**

**STRANERS.**

Aragonia, Ger. s.s., 5,473, R. Schuldt, 7th Mar.,  
—Portland, Or. via Yokohama, Kobe and  
Nagasaki 2nd Mar., Gen.—P. & A. S. S.  
Co.  
Arratoon Apar, Br. s.s., 2,911, E. Fey, 9th  
Feb.—Calcutta via Penang and Singapore  
3rd Feb., Gen.—D. S. & Co., Ld.  
Auchenarden, Br. s.s., 2,216, Crowder, 7th  
Mar.,—Kuchino and Mar. Coal—M. B.  
K.  
Chingto, Br. s.s., 1,479, J. McD. Howie, 4th  
Mar.,—Melbourne 25th Jan. and Manila  
1st Mar., Gen.—B. & S.  
Dr. Hans Jurg Kler, Nor. s.s., 691, H. E.  
Larsen, 9th Mar.,—Halifax and Holbow  
7th Mar., Gen.—A. R. M.  
Foo Shing, Br. s.s., 1,423, T. Arthur, 5th Mar.,  
—Hongkong 3rd Mar., Coal—J. M. & Co.  
Fritthof, Nor. s.s., 890, H. A. Haraldsen, 8th  
Mar.,—Tamsui 5th Mar., Gen.—O. S. K.  
Germania, Ger. s.s., 1,714, J. Bruhn, 8th Mar.,  
—Salmon 3rd Mar., Rice—J. & Co.  
Glennak, Br. s.s., 2,306, J. Rafferty, 9th Mar.,  
—London 1st Jan. and Singapore 3rd  
Mar., Gen.—McC. & Gow.  
Hellas, Ger. s.s., 1,530, Rode, 9th Mar.,  
—Chinking 4th Mar., Gen.—S. & Co.  
Hohstein, Ger. s.s., 1,275, H. Hamer, 7th  
Mar.,—Moji (Japan) 1st Mar., Coal—  
Order.  
Holstein, Ger. s.s., 891, J. C. Hansen, 6th Mar.,  
—Salmon 1st Mar., Rice—J. & Co.  
Ikkal, Br. s.s., 1,400, Robertson, 10th Feb.,  
—Durban 17th Feb., Ballast—G. L. & Co.  
Ischia, Ital. s.s., 2,784, M. Dante, 7th Mar.,  
—Bombay 17th Feb. and Singapore 28th,  
Gen.—C. & Co.  
Katharine Park, Br. s.s., 1,975, W. H. Capp,  
12th Jan.—Sasebo (Japan) 8th Jan., Light,  
—G. L. & Co.  
Laertes, Br. s.s., 1,351, J. B. Jackson, 5th Mar.,  
—Salmon 28th Feb., Rice and Meal—  
Chinese.  
Lighting, Br. s.s., 2,822, J. G. Spence, 6th  
Mar.,—Calcutta 16th Jan., Penang and  
Singapore 1st Mar., Gen.—D. S. & Co.,  
Ld.  
Manchuria, Am. s.s., 8,750, J. W. Saunders,  
4th Mar.—San Francisco 28th Jan. and  
Manila 2nd Mar., Mails and Gen.—P. M.  
S. S. Co.

**Shipping Report.**

Str. Bengal from Shanghai—Fair weather  
throughout.  
Str. Taming from Manila—Moderate wind,  
and fine weather throughout.  
Str. Gaea from Bangkok—Saved a crew  
from a Chinese junk, which had lost rudder  
and mast.  
Str. Athenian from Woonung—Light N.E.  
winds, and fine weather at first, then moderate  
to fresh N.E. winds, through straits to port  
weather overcast and hazy.

**Vessels in Port.**

**STRANERS.**

Aragonia, Ger. s.s., 5,473, R. Schuldt, 7th Mar.,  
—Portland, Or. via Yokohama, Kobe and  
Nagasaki 2nd Mar., Gen.—P. & A. S. S.  
Co.  
Arratoon Apar, Br. s.s., 2,911, E. Fey, 9th  
Feb.—Calcutta via Penang and Singapore  
3rd Feb., Gen.—D. S. & Co., Ld.  
Auchenarden, Br. s.s., 2,216, Crowder, 7th  
Mar.,—Kuchino and Mar. Coal—M. B.  
K.  
Chingto, Br. s.s., 1,479, J. McD. Howie, 4th  
Mar.,—Melbourne 25th Jan. and Manila  
1st Mar., Gen.—B. & S.  
Dr. Hans Jurg Kler, Nor. s.s., 691, H. E.  
Larsen, 9th Mar.,—Halifax and Holbow  
7th Mar., Gen.—A. R. M.  
Foo Shing, Br. s.s., 1,423, T. Arthur, 5th Mar.,  
—Hongkong 3rd Mar., Coal—J. M. & Co.  
Fritthof, Nor. s.s., 890, H. A. Haraldsen, 8th  
Mar.,—Tamsui 5th Mar., Gen.—O. S. K.  
Germania, Ger. s.s., 1,714, J. Bruhn, 8th Mar.,  
—Salmon 3rd Mar., Rice—J. & Co.  
Glennak, Br. s.s., 2,306, J. Rafferty, 9th Mar.,  
—London 1st Jan. and Singapore 3rd  
Mar., Gen.—McC. & Gow.  
Hellas, Ger. s.s., 1,530, Rode, 9th Mar.,  
—Chinking 4th Mar., Gen.—S. & Co.  
Hohstein, Ger. s.s., 1,275, H. Hamer, 7th  
Mar.,—Moji (Japan) 1st Mar., Coal—  
Order.  
Holstein, Ger. s.s., 891, J. C. Hansen, 6th Mar.,  
—Salmon 1st Mar., Rice—J. & Co.  
Ikkal, Br. s.s., 1,400, Robertson, 10th Feb.,  
—Durban 17th Feb., Ballast—G. L. & Co.  
Ischia, Ital. s.s., 2,784, M. Dante, 7th Mar.,  
—Bombay 17th Feb. and Singapore 28th,  
Gen.—C. & Co.  
Katharine Park, Br. s.s., 1,975, W. H. Capp,  
12th Jan.—Sasebo (Japan) 8th Jan., Light,  
—G. L. & Co.  
Laertes, Br. s.s., 1,351, J. B. Jackson, 5th Mar.,  
—Salmon 28th Feb., Rice and Meal—  
Chinese.  
Lighting, Br. s.s., 2,822, J. G. Spence, 6th  
Mar.,—Calcutta 16th Jan., Penang and  
Singapore 1st Mar., Gen.—D. S. & Co.,  
Ld.  
Manchuria, Am. s.s., 8,750, J. W. Saunders,  
4th Mar.—San Francisco 28th Jan. and  
Manila 2nd Mar., Mails and Gen.—P. M.  
S. S. Co.

**STRANERS.**

Aragonia, Ger. s.s., 5,473, R. Schuldt, 7th Mar.,  
—Portland, Or. via Yokohama, Kobe and  
Nagasaki 2nd Mar., Gen.—P. & A. S. S.  
Co.  
Arratoon Apar, Br. s.s., 2,911, E. Fey, 9th  
Feb.—Calcutta via Penang and Singapore  
3rd Feb., Gen.—D. S. & Co., Ld.  
Auchenarden, Br. s.s., 2,216, Crowder, 7th  
Mar.,—Kuchino and Mar. Coal—M. B.  
K.  
Chingto, Br. s.s., 1,479, J. McD. Howie, 4th  
Mar.,—Melbourne 25th Jan. and Manila  
1st Mar., Gen.—B. & S.  
Dr. Hans Jurg Kler, Nor. s.s., 691, H. E.  
Larsen, 9th Mar.,—Halifax and Holbow  
7th Mar., Gen.—A. R. M.  
Foo Shing, Br. s.s., 1,423, T. Arthur, 5th Mar.,  
—Hongkong 3rd Mar., Coal—J. M. & Co.  
Fritthof, Nor. s.s., 890, H. A. Haraldsen, 8th  
Mar.,—Tamsui 5th Mar., Gen.—O. S. K.  
Germania, Ger. s.s., 1,714, J. Bruhn, 8th Mar.,  
—Salmon 3rd Mar., Rice—J. & Co.  
Glennak, Br. s.s., 2,306, J. Rafferty, 9th Mar.,  
—London 1st Jan. and Singapore 3rd  
Mar., Gen.—McC. & Gow.  
Hellas, Ger. s.s., 1,530, Rode, 9th Mar.,  
—Chinking 4th Mar., Gen.—S. & Co.  
Hohstein, Ger. s.s., 1,275, H. Hamer, 7th  
Mar.,—Moji (Japan) 1st Mar., Coal—  
Order.  
Holstein, Ger. s.s., 891, J. C. Hansen, 6th Mar.,  
—Salmon 1st Mar., Rice—J. & Co.  
Ikkal, Br. s.s., 1,400, Robertson, 10th Feb.,  
—Durban 17th Feb., Ballast—G. L. & Co.  
Ischia, Ital. s.s., 2,784, M. Dante, 7th Mar.,  
—Bombay 17th Feb. and Singapore 28th,  
Gen.—C. & Co.  
Katharine Park, Br. s.s., 1,975, W. H. Capp,  
12th Jan.—Sasebo (Japan) 8th Jan., Light,  
—G. L. & Co.  
Laertes, Br. s.s., 1,351, J. B. Jackson, 5th Mar.,  
—Salmon 28th Feb., Rice and Meal—  
Chinese.  
Lighting, Br. s.s., 2,822, J. G. Spence, 6th  
Mar.,—Calcutta 16th Jan., Penang and  
Singapore 1st Mar., Gen.—D. S. & Co.,  
Ld.  
Manchuria, Am. s.s., 8,750, J. W. Saunders,  
4th Mar.—San Francisco 28th Jan. and  
Manila 2nd Mar., Mails and Gen.—P. M.  
S. S. Co.

**STRANERS.**

Aragonia, Ger. s.s., 5,473, R. Schuldt, 7th Mar.,  
—Portland, Or. via Yokohama, Kobe and  
Nagasaki 2nd Mar., Gen.—P. & A. S. S.  
Co.  
Arratoon Apar, Br. s.s., 2,911, E. Fey, 9th  
Feb.—Calcutta via Penang and Singapore  
3rd Feb., Gen.—D. S. & Co., Ld.  
Auchenarden, Br. s.s., 2,216, Crowder, 7th  
Mar.,—Kuchino and Mar. Coal—M. B.  
K.  
Chingto, Br. s.s., 1,479, J. McD. Howie, 4th  
Mar.,—Melbourne 25th Jan. and Manila  
1st Mar., Gen.—B. & S.  
Dr. Hans Jurg Kler, Nor. s.s., 691, H. E.  
Larsen, 9th Mar.,—Halifax and Holbow  
7th Mar., Gen.—A. R. M.  
Foo Shing, Br. s.s., 1,423, T. Arthur, 5th Mar.,  
—Hongkong 3rd Mar., Coal—J. M. & Co.  
Fritthof, Nor. s.s., 890, H. A. Haraldsen, 8th  
Mar.,—Tamsui 5th Mar., Gen.—O. S. K.  
Germania, Ger. s.s., 1,714, J. Bruhn, 8th Mar.,  
—Salmon 3rd Mar., Rice—J. & Co.  
Glennak, Br. s.s., 2,306, J. Rafferty, 9th Mar.,  
—London 1st Jan. and Singapore 3rd  
Mar., Gen.—McC. & Gow.  
Hellas, Ger. s.s., 1,530, Rode, 9th Mar.,  
—Chinking 4th Mar., Gen.—S. & Co.  
Hohstein, Ger. s.s., 1,275, H. Hamer, 7th  
Mar.,—Moji (Japan) 1st Mar., Coal—  
Order.  
Holstein, Ger. s.s., 891, J. C. Hansen, 6th Mar.,  
—Salmon 1st Mar., Rice—J. & Co.  
Ikkal, Br. s.s., 1,400, Robertson, 10th Feb.,  
—Durban 17th Feb., Ballast—G. L. & Co.  
Ischia, Ital. s.s., 2,784, M. Dante, 7th Mar.,  
—Bombay 17th Feb. and Singapore 28th,  
Gen.—C. & Co.  
Katharine Park, Br. s.s., 1,975, W. H. Capp,  
12th Jan.—Sasebo (Japan) 8th Jan., Light,  
—G. L. & Co.  
Laertes, Br. s.s., 1,351, J. B. Jackson, 5th Mar.,  
—Salmon 28th Feb., Rice and Meal—  
Chinese.  
Lighting, Br. s.s., 2,822, J. G. Spence, 6th  
Mar.,—Calcutta 16th Jan., Penang and  
Singapore 1st Mar., Gen.—D. S. & Co.,  
Ld.  
Manchuria, Am. s.s., 8,750, J. W. Saunders,  
4th Mar.—San Francisco 28th Jan. and  
Manila 2nd Mar., Mails and Gen.—P. M.  
S. S. Co.

**STRANERS.**

Aragonia, Ger. s.s., 5,473, R. Schuldt, 7th Mar.,  
—Portland, Or. via Yokohama, Kobe and  
Nagasaki 2nd Mar., Gen.—P. & A. S. S.  
Co.  
Arratoon Apar, Br. s.s., 2,911, E. Fey, 9th  
Feb.—Calcutta via Penang and Singapore  
3rd Feb., Gen.—D. S. & Co., Ld.  
Auchenarden, Br. s.s., 2,216, Crowder, 7th  
Mar.,—Kuchino and Mar. Coal—M. B.  
K.  
Chingto, Br. s.s., 1,479, J. McD. Howie, 4th  
Mar.,—Melbourne 25th Jan. and Manila  
1st Mar., Gen.—B. & S.  
Dr. Hans Jurg Kler, Nor. s.s., 691, H. E.  
Larsen, 9th Mar.,—Halifax and Holbow  
7th Mar., Gen.—A. R. M.  
Foo Shing, Br. s.s., 1,423, T. Arthur, 5th Mar.,  
—Hongkong 3rd Mar., Coal—J. M. & Co.  
Fritthof, Nor. s.s., 890, H. A. Haraldsen, 8th  
Mar.,—Tamsui 5th Mar., Gen.—O. S. K.  
Germania, Ger. s.s., 1,714, J. Bruhn, 8th Mar.,  
—Salmon 3rd Mar., Rice—J. & Co.  
Glennak, Br. s.s., 2,306, J. Rafferty, 9th Mar.,  
—London 1st Jan. and Singapore 3rd  
Mar., Gen.—McC. & Gow.  
Hellas, Ger. s.s., 1,530, Rode, 9th Mar.,  
—Chinking 4th Mar., Gen.—S. & Co.  
Hohstein, Ger. s.s., 1,275, H. Hamer, 7th  
Mar.,—Moji (Japan) 1st Mar., Coal—  
Order.  
Holstein, Ger. s.s., 891, J. C. Hansen, 6th Mar.,  
—Salmon 1st Mar., Rice—J. & Co.  
Ikkal, Br. s.s., 1,400, Robertson, 10th Feb.,  
—Durban 17th Feb., Ballast—G. L. & Co.  
Ischia, Ital. s.s., 2,784, M. Dante, 7th Mar.,  
—Bombay 17th Feb. and Singapore 28th,  
Gen.—C. & Co.  
Katharine Park, Br. s.s., 1,975, W. H. Capp,  
12th Jan.—Sasebo (Japan) 8th Jan., Light,  
—G. L. & Co.  
Laertes, Br. s.s., 1,351, J. B. Jackson, 5th Mar.,  
—Salmon 28th Feb., Rice and Meal—  
Chinese.  
Lighting, Br. s.s., 2,822, J. G. Spence, 6th  
Mar.,—Calcutta 16th Jan., Penang and  
Singapore 1st Mar., Gen.—D. S. & Co.,  
Ld.  
Manchuria, Am. s.s., 8,750, J. W. Saunders,  
4th Mar.—San Francisco 28th Jan. and  
Manila 2nd Mar., Mails and Gen.—P. M.  
S. S. Co.

**STRANERS.**

Aragonia, Ger. s.s., 5,473, R. Schuldt, 7th Mar.,  
—Portland, Or. via Yokohama, Kobe and  
Nagasaki 2nd Mar., Gen.—P. & A. S. S.  
Co.  
Arratoon Apar, Br. s.s., 2,911, E. Fey, 9th  
Feb.—Calcutta via Penang and Singapore  
3rd Feb., Gen.—D. S. & Co., Ld.  
Auchenarden, Br. s.s., 2,216, Crowder, 7th  
Mar.,—Kuchino and Mar. Coal—M. B.  
K.  
Chingto, Br. s.s., 1,479, J. McD. Howie, 4th  
Mar.,—Melbourne 25th Jan. and Manila  
1st Mar., Gen.—B. & S.  
Dr. Hans Jurg Kler, Nor. s.s., 691, H. E.  
Larsen, 9th Mar.,—Halifax and Holbow  
7th Mar., Gen.—A. R. M.  
Foo Shing, Br. s.s., 1,423, T. Arthur, 5th Mar.,  
—Hongkong 3rd Mar., Coal—J. M. & Co.  
Fritthof, Nor. s.s., 890, H. A. Haraldsen, 8th  
Mar.,—Tamsui 5th Mar., Gen.—O. S. K.  
Germania, Ger. s.s., 1,714, J. Bruhn, 8th Mar.,  
—Salmon 3rd Mar., Rice—J. & Co.  
Glennak, Br. s.s., 2,306, J. Rafferty, 9th Mar.,  
—London 1st Jan. and Singapore 3rd  
Mar., Gen.—McC. & Gow.  
Hellas, Ger. s.s., 1,530, Rode, 9th Mar.,  
—Chinking 4th Mar., Gen.—S. & Co.  
Hohstein, Ger. s.s., 1,275, H. Hamer, 7th  
Mar.,—Moji (Japan) 1st Mar., Coal—  
Order.  
Holstein, Ger. s.s., 891, J. C. Hansen, 6th Mar.,  
—Salmon 1st Mar., Rice—J. & Co.  
Ikkal, Br. s.s., 1,400, Robertson, 10th Feb.,  
—Durban 17th Feb., Ballast—G. L. & Co.  
Ischia, Ital. s.s., 2,784, M. Dante, 7th Mar.,  
—Bombay 17th Feb. and Singapore 28th,  
Gen.—C. & Co.  
Katharine Park, Br. s.s., 1,975, W. H. Capp,  
12th Jan.—Sasebo (Japan) 8th Jan., Light,  
—G. L. & Co.  
Laertes, Br. s.s., 1,351, J. B. Jackson, 5th Mar.,  
—Salmon 28th Feb., Rice and Meal—  
Chinese.  
Lighting, Br. s.s., 2,822, J. G. Spence, 6th  
Mar.,—Calcutta 16th Jan., Penang and  
Singapore 1st Mar., Gen.—D. S. & Co.,  
Ld.  
Manchuria, Am. s.s., 8,750, J. W. Saunders,  
4th Mar.—San Francisco 28th Jan. and  
Manila 2nd Mar., Mails and Gen.—P. M.  
S. S. Co.

**STRANERS.**

Aragonia, Ger. s.s., 5,473, R. Schuldt, 7th Mar.,  
—Portland, Or. via Yokohama, Kobe and  
Nagasaki 2nd Mar., Gen.—P. & A. S. S.  
Co.  
Arratoon Apar, Br. s.s., 2,911, E. Fey, 9th  
Feb.—Calcutta via Penang and Singapore  
3rd Feb., Gen.—D. S. & Co., Ld.  
Auchenarden, Br. s.s., 2,216, Crowder, 7th  
Mar.,—Kuchino and Mar. Coal—M. B.  
K.  
Chingto, Br. s.s., 1,479, J. McD. Howie, 4th  
Mar.,—Melbourne 25th Jan. and Manila  
1st Mar., Gen.—B. & S.  
Dr. Hans Jurg Kler, Nor. s.s., 691, H. E.  
Larsen, 9th Mar.,—Halifax and Holbow  
7th Mar., Gen.—A. R. M.  
Foo Shing, Br. s.s., 1,423, T. Arthur, 5th Mar.,  
—Hongkong 3rd Mar., Coal—J. M. & Co.  
Fritthof, Nor. s.s., 890, H. A. Haraldsen, 8th  
Mar.,—Tamsui 5th Mar., Gen.—O. S. K.  
Germania, Ger. s.s., 1,714, J. Bruhn, 8th Mar.,  
—Salmon 3rd Mar., Rice—J. & Co.  
Glennak, Br. s.s., 2,306, J. Rafferty, 9th Mar.,  
—London 1st Jan. and Singapore 3rd  
Mar., Gen.—McC. & Gow.  
Hellas, Ger. s.s., 1,530, Rode, 9th Mar.,  
—Chinking 4th Mar., Gen.—S. & Co.  
Hohstein, Ger. s.s., 1,275, H. Hamer, 7th  
Mar.,—Moji (Japan) 1st Mar., Coal—  
Order.  
Holstein, Ger. s.s., 891, J. C. Hansen, 6th Mar.,  
—Salmon 1st Mar., Rice—J. & Co.  
Ikkal, Br. s.s., 1,400, Robertson, 10th Feb.,  
—Durban 17th Feb., Ballast—G. L. & Co.  
Ischia, Ital. s.s., 2,784, M. Dante, 7th Mar.,  
—Bombay 17th Feb. and Singapore 28th,  
Gen.—C. & Co.  
Katharine Park, Br. s.s., 1,975, W. H. Capp,  
12th Jan.—Sasebo (Japan) 8th Jan., Light,  
—G. L. & Co.  
Laertes, Br. s.s., 1,351, J. B. Jackson, 5th Mar.,  
—Salmon 28th Feb., Rice and Meal—  
Chinese.  
Lighting, Br. s.s., 2,822, J. G. Spence, 6th  
Mar.,—Calcutta 16th Jan., Penang and  
Singapore 1st Mar., Gen.—D. S. & Co.,  
Ld.  
Manchuria, Am. s.s., 8,750, J. W. Saunders,  
4th Mar.—San Francisco 28th Jan. and  
Manila 2nd Mar., Mails and Gen.—P. M.  
S. S. Co.

**STRANERS.**

Aragonia, Ger. s.s., 5,473, R. Schuldt, 7th Mar.,  
—Portland, Or. via Yokohama, Kobe and  
Nagasaki 2nd Mar., Gen.—P. & A. S. S.  
Co.  
Arratoon Apar, Br. s.s., 2,911, E. Fey, 9th  
Feb.—Calcutta via Penang and Singapore  
3rd Feb., Gen.—D. S. & Co., Ld.  
Auchenarden, Br. s.s., 2,216, Crowder, 7th  
Mar.,—Kuchino and Mar. Coal—M. B.  
K.  
Chingto, Br. s.s., 1,479, J. McD. Howie, 4th  
Mar.,—Melbourne 25th Jan. and Manila  
1st Mar., Gen.—B. & S.  
Dr. Hans Jurg Kler, Nor. s.s., 691, H. E.  
Larsen, 9th Mar.,—Halifax and Holbow  
7th Mar., Gen.—A. R. M.  
Foo Shing, Br. s.s., 1,423, T. Arthur, 5th Mar.,  
—Hongkong 3rd Mar., Coal—J. M. & Co.  
Fritthof, Nor. s.s., 890, H. A. Haraldsen, 8th  
Mar.,—Tamsui 5th Mar., Gen.—O. S. K.  
Germania, Ger. s.s., 1,714, J. Bruhn, 8th Mar.,  
—Salmon 3rd Mar., Rice—J. & Co.  
Glennak, Br. s.s., 2,306, J. Rafferty, 9th Mar.,  
—London 1st Jan. and Singapore 3rd  
Mar., Gen.—McC. & Gow.  
Hellas, Ger. s.s., 1,530, Rode, 9th Mar.,  
—Chinking 4th Mar., Gen.—S. & Co.  
Hohstein, Ger. s.s., 1,275, H. Hamer, 7th  
Mar.,—Moji (Japan) 1st Mar., Coal—  
Order.  
Holstein, Ger. s.s., 891, J. C. Hansen, 6th Mar.,  
—Salmon 1st Mar., Rice—J. & Co.  
Ikkal, Br. s.s., 1,400, Robertson, 10th Feb.,  
—Durban 17th Feb., Ballast—G. L. & Co.  
Ischia, Ital. s.s., 2,784, M. Dante, 7th Mar.,  
—Bombay 17th Feb. and Singapore 28th,  
Gen.—C. & Co.  
Katharine Park, Br. s.s., 1,975, W. H. Capp,  
12th Jan.—Sasebo (Japan) 8th Jan., Light,  
—G. L. & Co.  
Laertes, Br. s.s., 1,351, J. B. Jackson, 5th Mar.,  
—Salmon 28th Feb., Rice and Meal—  
Chinese.  
Lighting, Br. s.s., 2,822, J. G. Spence, 6th  
Mar.,—Calcutta 16th Jan., Penang and  
Singapore 1st Mar., Gen.—D. S. & Co.,  
Ld.  
Manchuria, Am. s.s., 8,750, J. W. Saunders,  
4th Mar.—San Francisco 28th Jan. and  
Manila 2nd Mar., Mails and Gen.—P. M.  
S. S. Co.

**STRANERS.**

Aragonia, Ger. s.s., 5,473, R. Schuldt, 7th Mar.,  
—Portland, Or. via Yokohama, Kobe and  
Nagasaki 2nd Mar., Gen.—P. & A. S. S.  
Co.  
Arratoon Apar, Br. s.s., 2,911, E. Fey, 9th  
Feb.—Calcutta via Penang and Singapore  
3rd Feb., Gen.—D. S. & Co., Ld.  
Auchenarden, Br. s.s., 2,216, Crowder, 7th  
Mar.,—Kuchino and Mar. Coal—M. B.  
K.  
Chingto, Br. s.s., 1,479, J. McD. Howie, 4th  
Mar.,—Melbourne 25th Jan. and Manila  
1st Mar., Gen.—B. & S.  
Dr. Hans Jurg Kler, Nor. s.s., 691, H. E.  
Larsen, 9th Mar.,—Halifax and Holbow  
7th Mar., Gen.—A. R. M.  
Foo Shing, Br. s.s., 1,423, T. Arthur, 5th Mar.,  
—Hongkong 3rd Mar., Coal—J. M. & Co.  
Fritthof, Nor. s.s., 890, H. A. Haraldsen, 8th  
Mar.,—Tamsui 5th Mar., Gen.—O. S. K.  
Germania, Ger. s.s., 1,714, J. Bruhn, 8th Mar.,  
—Salmon 3rd Mar., Rice—J. & Co.  
Glennak, Br. s.s., 2,306, J. Rafferty, 9th Mar.,  
—London 1st Jan. and Singapore 3rd  
Mar., Gen.—McC. & Gow.  
Hellas, Ger. s.s., 1,530, Rode, 9th Mar.,  
—Chinking 4th Mar., Gen.—S. & Co.  
Hohstein, Ger. s.s., 1,275, H. Hamer, 7th  
Mar.,—Moji (Japan) 1st Mar., Coal—  
Order.  
Holstein, Ger. s.s., 891, J. C. Hansen, 6th Mar.,  
—Salmon 1st Mar., Rice—J. & Co.  
Ikkal, Br. s.s., 1,400, Robertson, 10th Feb.,  
—Durban 17th Feb., Ballast—G. L. & Co.  
Ischia, Ital. s.s., 2,784, M. Dante, 7th Mar.,  
—Bombay 17th Feb. and Singapore 28th,  
Gen.—C. & Co.  
Katharine Park, Br. s.s., 1,975, W. H. Capp,  
12th Jan.—Sasebo (Japan) 8th Jan., Light,  
—G. L. & Co.  
Laertes, Br. s.s., 1,351, J. B. Jackson, 5th Mar.,  
—Salmon 28th Feb., Rice and Meal—  
Chinese.  
Lighting, Br. s.s., 2,822, J. G. Spence, 6th  
Mar.,—Calcutta 16th Jan., Penang and  
Singapore 1st Mar., Gen.—D. S. & Co.,  
Ld.  
Manchuria, Am. s.s., 8,750, J. W. Saunders,  
4th Mar.—San Francisco 28th Jan. and  
Manila 2nd Mar., Mails and Gen.—P. M.  
S. S. Co.

**STRANERS.**

Aragonia, Ger. s.s., 5,473, R. Schuldt, 7th Mar.,  
—Portland, Or. via Yokohama, Kobe and  
Nagasaki 2nd Mar., Gen.—P. & A. S. S.  
Co.  
Arratoon Apar, Br. s.s., 2,911, E. Fey, 9th  
Feb.—Calcutta via Penang and Singapore  
3rd Feb., Gen.—D. S. & Co., Ld.  
Auchenarden, Br. s.s., 2,216, Crowder, 7th  
Mar.,—Kuchino and Mar. Coal—M. B.  
K.  
Chingto, Br. s.s., 1,479, J. McD. Howie, 4th  
Mar.,—Melbourne 25th Jan. and Manila  
1st Mar., Gen.—B. & S.  
Dr. Hans Jurg Kler, Nor. s.s., 691, H. E.  
Larsen, 9th Mar.,—Halifax and Holbow  
7th Mar., Gen.—A. R. M.  
Foo Shing, Br. s.s., 1,423, T. Arthur, 5th Mar.,  
—Hongkong 3rd Mar., Coal—J. M. & Co.  
Fritthof, Nor. s.s., 890, H. A. Haraldsen, 8th  
Mar.,—Tamsui 5th Mar., Gen.—O. S. K.  
Germania, Ger. s.s., 1,714, J. Bruhn, 8th Mar.,  
—Salmon 3rd Mar., Rice—J. & Co.  
Glennak, Br. s.s., 2,306, J. Rafferty, 9th Mar.,  
—London 1st Jan. and Singapore 3rd  
Mar., Gen.—McC. & Gow.  
Hellas, Ger. s.s., 1,530, Rode, 9th Mar.,  
—Chinking 4th Mar., Gen.—S. & Co.  
Hohstein, Ger. s.s., 1,275, H. Hamer, 7th  
Mar.,—Moji (Japan) 1st Mar., Coal—  
Order.  
Holstein, Ger. s.s., 891, J. C. Hansen, 6th Mar.,  
—Salmon 1st Mar., Rice—J. & Co.  
Ikkal, Br. s.s., 1,400, Robertson, 10th Feb.,  
—Durban 17th Feb., Ballast—G. L. & Co.  
Ischia, Ital. s.s., 2,784, M. Dante, 7th Mar.,  
—Bombay 17th Feb. and Singapore 28th,  
Gen.—C. & Co.  
Katharine Park, Br. s.s., 1,975, W. H. Capp,  
12th Jan.—Sasebo (Japan) 8th Jan., Light,  
—G. L. & Co.  
Laertes, Br. s.s., 1,351, J. B. Jackson, 5th Mar.,  
—Salmon 28th Feb., Rice and Meal—  
Chinese.  
Lighting, Br. s.s., 2,822, J. G. Spence, 6th  
Mar.,—Calcutta 16th Jan., Penang and  
Singapore 1st Mar., Gen.—D. S. & Co.,  
Ld.  
Manchuria, Am. s.s., 8,750, J. W. Saunders,  
4th Mar.—San Francisco 28th Jan. and  
Manila 2nd Mar., Mails and Gen.—P. M.  
S. S. Co.

Mathilde, Ger. s.s., 678, Jurgensen, 9th Mar.,  
Pakhoi and Hoihow 7th Mar., Gen.—J. &  
Co.  
Mercedes, Br. s.s., 2,025, G. S. McGreor, 1st  
Mar.,—Weihaiwei 25th Feb., Ballast—  
Naval Stores.  
Pissanulok, Ger. s.s., 1,267, C. Fuchs, 6th  
Mar.,



## Mails.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through) Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL"

Captain G. Phillips, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, TO-MORROW, the 11th  
March, at Noon, taking Passengers and  
Cargo for the above Ports in connection with  
the Company's S.S. *Oceana*, 6,616 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Persia*,  
due in London on the 22nd April.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 10th March, 1905.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIE"

Captain Oliver, will be despatched for  
MARSEILLES on TUESDAY, the 21st  
March, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. *TOURANE* ..... 4th April.  
S.S. *TOKIN* ..... 18th April.  
S.S. *DUMBEA* ..... 2nd May.

L. BRIDOU,  
Acting Agent.

Hongkong, 8th March, 1905.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Pletades</i>	3,753	F. G. Purington	At Mar. 30
<i>Shawmut</i>	9,606	E. V. Roberts	April 13
<i>Tremont</i>	9,606	T. W. Garlick	April 21
<i>Lyra</i>	4,417	G. V. Williams	May 15

† Cargo only.

FOR MANILA

The largest, steadiest, and most comfortable  
steamers for Manila.

*Pletades* ..... 3,753 F. G. Purington At Mar. 12  
*Tremont* ..... 9,606 T. W. Garlick April 18  
*Lyra* ..... 4,417 G. V. Williams May 3

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 10th March, 1905.

BOO CHEONG,

昌發

STATIONER AND PAPER-MERCHANT,  
No. 20, Pottinger Street.

HAS always on hand all varieties of  
Stationery, Printing and Note Papers,  
Copying Presses, also Automatic Cyclostyle  
and Ellman's Duplicator.

Hongkong, 23rd February, 1905.

## For Sale.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

### PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.  
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 7th March, 1905.

WHY NOT THE BEST?

SEVEN GRAND PRIZES  
AWARDED TO  
SINGER SEWING MACHINES  
AT THE  
ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.

Cash or Easy Monthly Payments.

Hongkong, 28th January, 1905.

### TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quart-  
er or 6 doz. pints).

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

### LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.

EASTMAN'S  
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.

40, QUEEN'S ROAD,  
Watson's Building.

### FOR SALE.

INCANDESCENT  
GASOLINE  
LAMPS

OF ALL DESCRIPTIONS,  
from the best makers.

INCANDESCENT  
MANTLES

CHIMNEYS,  
GLOBES,  
SHADES, &c.,  
for

GASOLINE AND GAS  
LAMPS

at the most moderate  
prices.

Lamps fixed up for  
Buyers free of charge.

Naphtha of the best  
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

### To Let.

TO LET (UNFURNISHED)

4 ROOMS with BATHROOMS, suitable for  
Bachelors, in Queen's Road Central.

Apply to—

C/o Hongkong Telegraph Office.

Hongkong, 6th March, 1905.

### TO LET.

A BUILDING at CAUSEWAY BAY, at  
present in occupation of the Steam  
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.  
FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 7th March, 1905.

### TO LET.

NO. 1, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

### TO LET.

SIX FIRST-CLASS EUROPEAN  
HOUSES in Observatory Road, Tsing  
Tsa Tsu, Kowloon. Each with five spacious  
well-ventilated living rooms, two bath rooms,  
kitchen, garden, tennis courts, servants' quar-  
ters, water, gas, electric lights and bells.  
Moderate Rental. Possession on or about  
1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,  
45, Wyndham Street.

Hongkong, 6th January, 1905.

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS  
AND COMPRADORES, COAL MERCHANTS  
AND STEVEDORES OF SIXTY  
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and  
Ballast supply from alongside at the  
shortest notice and with all possible dispatch.  
Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to upon later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROPRIATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11. 9/16 = \$25.46 for second half-year 1904	51 %	\$735 buyers London 276
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$101,973	\$21,668	\$2 (London 3/6) for 1903	51 %	\$56 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	64 %	\$280 sales
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$11,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	74 %	\$58 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 90 sales
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 20,000 \$372,749 \$893,110 \$846,773	\$2,078,997	\$35 for 1903	5 %	\$695
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794 \$1,000,000	\$486,284	\$12 for 1902	74 %	\$60
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1903	84 %	186 ex div.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,207,505	\$360,372	\$34 for 1903	104 %	\$320 ex div.
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$65,123	\$5 for 1900	...	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$82,935 \$150,000	Nil.	\$3 for year ended 30.6.1903	6 %	\$334 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$18,444	\$26,160	\$1 for second half-year 1904	10 %	\$26 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	44 %	\$123
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 %	Tls. 52 sales
Do. (Preference)	100,000	£1	£1	\$40,000	£58,852	Interim of 1/- (Coupon No. 5) for 1904	7 %	Tls. 50 sales
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$60,000	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	44 %	22/- buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,693 \$400,000		\$0.90 & b. 20 cts	51 %	\$38
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,675 \$18,000 \$30,153	\$33,648	\$5 for 2nd 1-year making \$13 for 1903	31 %	\$29
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 100,000 Tls. 212,614	Tls. 6,190	Final of Tls. 1/2 making Tls. 3/4 for 1904	10 %	\$130 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$225 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$23 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	44 %	Tls. 54 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,320	No. 3 of 1/6	...	Tls. 74 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$67,091	50 cents making G. \$1 for 1904	51 %	G. \$174 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$34 buyers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN								
DOCKS, WHARVES & GODOWNS.	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,530,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Gen. Fenwick & Co., Limited	6,000	\$25	\$25	\$30,000	\$10,517	\$3.75 for 1903	91 %	\$40 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$50,089	\$28,015	Interim of \$2 1/2 for 1904	44 %	\$103 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$53,500	\$49,889	\$6 dividend and \$1 bonus for 2nd half- year 1904	64 %	\$208
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for year end. 30/6/04	74 %	\$220
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$14 for 1903	44 %	\$25 sellers
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	64 %	\$120 buyers
Do. (Preference)	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$7 dividend	8 %	\$110
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904/5	8 %	Tls. 144 buyers
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	8 %	Tls. 147 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$43,732	\$6 for first half year 1904	31 %	\$560 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	44 %	Tls. 190 sales
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	84 %	\$32 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	74 %	\$141 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000	\$37,875	Final of \$6 making \$12 for 1904	9 %	\$128 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,086	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	44 %	Tls. 21 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000	\$11,958	90 cents for 1904	74 %	\$12 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	74 %	\$37 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,466	[Tls. 3 final and Tls. 2 bonus making] Tls. 8 for 1904	74 %	Tls. 116 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 48 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 57,626	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	54 %	Tls. 127
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	Final of \$1.70 making \$3.20 for 1904	54 %	\$57
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	15 %	Tls. 274 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$14 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 25
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 25
Sing Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100 buyers
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$98
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$250,000 \$25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	134 %	Tls. 67 ex div.
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$124 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	\$54
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	74 %	\$40 sellers
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,253	Interim of \$1.20 for 1904	114 %	\$21 sellers
Do. (Founders)	123	\$15	\$15	...	...	None	...	\$100
Do. (New Issue)	24,000	\$15	\$15	...	...	Preferential of 7 per cent for 1904	7 %	\$74 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	44 %	\$15 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	8 %	Tls. 74 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	94 %	\$84 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	...	...	\$14 for year ending 31.7.1903	...	\$12 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	\$15 for 1902	...	Tls. 10 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	74 %	\$101
Green Island Cement Company, Limited	100,000	\$10	\$10	\$400,000	\$95,054	\$5 for 1904	7 %	\$284 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Interim of \$1	14 %	\$274 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	74 %	\$550 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$5,747	\$1.00 for year ending 30.4.1904	64 %	\$154 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$1,795	\$15 for year ending 30.11.1904	6 %	\$200
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$50,000	\$5,356	Final of \$13 making \$17 for 1904	74 %	\$442 sellers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	64 %	\$155 sellers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	104 %	\$184
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000	...	\$13 for 1903	94 %	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Interim of \$5	84 %	\$50 sales
Maatschappij tot Mijn- Bosch- en Landbouwex- ploitatie in Langkat, Bosch- en Landbouwex-<								